Video Enforcement System Overview

The Video Enforcement System (VES) consists of a VES System Controller Computer (VESC), front and rear cameras mounted in each ETC barrier and ETC ticket exit lane, illumination lighting, appropriate interfaces to the Lane Controller and an Optical Character Recognition (OCR) Processor to automatically read the license plates obtained from the VESC.

The VES system handles up to four lanes per VESC. The design consists of two cameras in each lane. One camera is aligned to view the rear of the vehicle for license plate identification and the other camera is aligned to view the front of the vehicle for the front license plate.

The rear camera is positioned to provide an optimum view of the license plate area when triggered by the Lane Controller. Lighting is provided to optimize the readability of the license plates. This is accomplished by aligning the angle of the light to maximize the retro reflective paint on the license plate back into the camera. This approach assures the best possible image for license plate verification and OCR processing.

The front camera is positioned to provide an optimum view of the front of the vehicle as it enters the lane.

The VES System Controller stores up to 4 digital images from the rear camera and up to two images from the front camera when triggered by the Lane Controller. The number of images that are saved for the rear camera and the lapsed time between the images are based on the speed of the vehicle. For each image, the VESC creates up to 4 Region Of Interest (ROI) images of the license plate for use by the OCR processor.

After the trigger, the Lane Controller sends additional data (tag number, if one is reported, UO code, class of vehicle, toll and speed violation information) to the VESC for each vehicle. The VESC merges the Lane Controller data; acquired images for subsequent VPS file transfer.

The VESCs transfer violation images and data that are captured to the Violation Processing System (VPS). The multiple images of each vehicle are then available to the OCR Processing Computer where automatic Optical Character Recognition (OCR) of the license plate is performed. Results of the OCR processing are appended to the image files located on the VPS. See Figure 1 - VES System Data Flow.

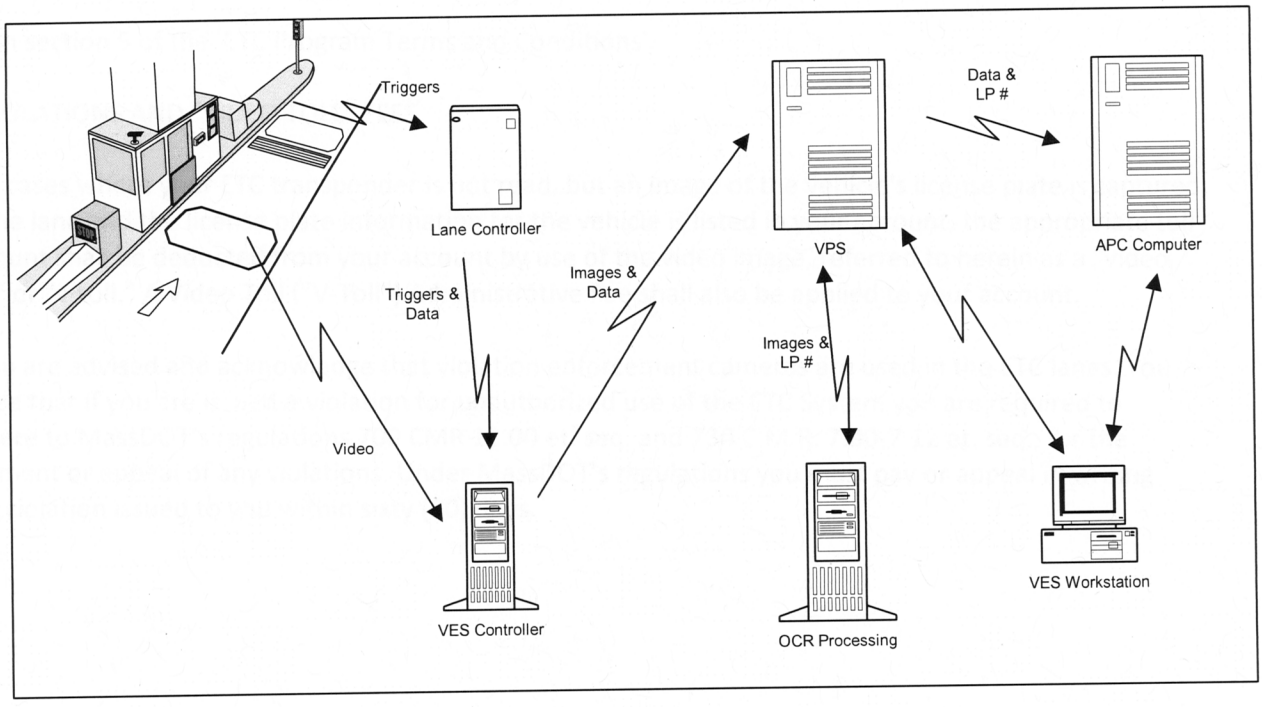


Figure 1 VES System Data Flow

For each violation the VES System Controller saves:

- One optimal rear image of the vehicle containing the license plate. This image is video compressed and is used for viewing only.
- Four cropped license plate images taken from successive camera captures as the vehicle travels through the rear cameras focal plane. These images are used for OCR processing and are not video compressed.
- The serial data from the Lane Controller

Images are retained in the VPS based on their resolution and status – typically between 15 days and 90 days after resolution. Open violations or appeals are kept for 5.5 years.

11.02: continued

Motor Vehicle shall have the meaning defined in M.G.L. c. 90, § I. The definition of Motor Vehicle shall include, without limitation, automobile. bus or motor bus, tractor and motorcycle, all as defined in M.G.L. c. 90, §1.

Non-revenue Vehicle refers to an official vehicle of MassDOT, the Massachusetts State Police assigned to duty at MassDOT, and any other vehicle that MassDOT designates as such.

Operator shall mean any person who operates a motor vehicle on the Tobin Memorial Bridge.

Person shall mean any individual, firm, association, corporation or any other legal entity.

Police Officer shall mean and include all members of the Massachusetts State Police or any duly authorized law enforcement officer.

Private Passenger Motor Vehicle shall have the meaning assigned to the term in 540 CMR 2.05.

Registrar shall mean the Registrar of Motor Vehicles of the Commonwealth.

Resident Commuter Permit shall mean an identification device affixed to an automobile or motorcycle owned or leased by a resident of the city of Chelsea or the Charlestown section of the city of Boston, the Tobin Memorial Bridge's host communities, and registered as a Private Passenger Motor Vehicle or as a Motorcycle with the Registrar. The automobile or motorcycle shall be garaged in either city of Chelsea or the Charlestown section of the city of Boston. The Resident Commuter Permit will be issued by MassDOT and will entitle the holder thereof to a discount in the payment of the toll.

Tobin Memorial Bridge shall mean the high level bridge over the Mystic River constructed under the provisions of St. 1946, c. 562, including all ramps, roadways, toll plazas, structures, buildings and property acquired by MassDOT located between the northern terminus of the John I. Fitzgerald Expressway in the Charlestown section of the city of Boston and the southern terminus of the Father Adamski Expressway in the city of Chelsea and known as the Maurice J. Tobin Memorial Bridge (formerly the Mystic River Bridge).

Toll shall mean the one-way fee assessed by MassDOT for passage over the Tobin Memorial Bridge.

Toll Lane shall mean that part of the Tobin Memorial Bridge which has been designated for toll collection either by a toll officer or by the ETC system.

Toll Officer/Collector shall mean an employee of MassDOT assigned to traffic duty and/or duly authorized to collect tolls on a way and/or the Tobin Memorial Bridge, including, without limitation, a shift supervisor, plaza supervisor, or security officer.

Tractor shall have the meaning defined in M.G.L. c. 90, § 1.

Violation Clerks shall mean the Massachusetts State Police officers assigned to Troop E or persons employed by or under contract with MassDOT or its ETC system contractor. designated from time to time by the MassDOT to enforce violations of 700 CMR 11.04 and 700 CMR 11.05.

700 CMR 11.00: MAURICE J. TOBIN MEMORIAL BRIDGE

Section

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11.01: Introduction

(1) General. 700 CMR 11.01 through 11.08 contain the terms and conditions under which persons and operators of motor vehicles shall be permitted upon the Tobin Memorial Bridge.

(2) Applicability. 700 CMR 11.01 through 11.08 shall apply to all Operators of Motor Vehicles and Persons who use the Tobin Memorial Bridge.

11.02: Definitions

The following terms as used in 700 CMR 11.00 shall, unless otherwise expressly stated or unless the context clearly requires a different interpretation, have the following meaning:

AASHTO shall mean the American Association of State Highway and Transportation Officials, or its successor.

Automobile shall have the meaning defined in M.G.L. c. 90, § 1.

Bridge Official shall mean an employee of MassDOT duly authorized to direct and control the movement and operation of Motor Vehicles on the Tobin Memorial Bridge.

Commercial Vehicle shall mean any Motor Vehicle which is not a Private Passenger Motor Vehicle displaying a private passenger registration number plate and is not a Motorcycle displaying a Motorcycle registration number plate.

Department or MassDOT shall mean the Massachusetts Department of Transportation, a body politic and corporate established pursuant to M.G.L. c. 6C.

Director shall mean the employee of MassDOT who supervises the operation of the Tobin Memorial Bridge and is authorized to act for MassDOT in connection with the enforcement of 700 CMR 11.00.

ETC-equipped Motor Vehicle shall mean a motor vehicle properly equipped with and using an electronic device that MassDOT, or its ETC system contractor, has issued or authorized for the purpose of transmitting information to the ETC system and collecting tolls electronically.

ETC System shall mean an electronic toll collection system installed on or operating with respect to the Tobin Memorial Bridge, a way, or at other facilities for the purpose of collecting tolls, fares, fees or other transactions as determined by MassDOT.

Manual Lane refers to a toll collection lane where means exist in the lane other than the ETC System for the collection of the appropriate toll.

Motorcycle shall have the meaning defined in M.G.L. c. 90, § 1.

Motorized Bicycle shall have the meaning defined in M.G.L. c. 90, § 1.

11.03: Tolls

(1) Toll and Vehicle Classification. Except for operators of non-revenue vehicles, each operator shall pay a toll for passage over the Tobin Memorial Bridge as follows:

Motor Vehicle Description	Toll
Private Passenger:	
Resident Commuter Permit -2 Axles*	$0.30
Resident Commuter Permit -with Trailer (3 Axles)*	$0.50
Resident Commuter Permit -with 2 Axle Trailer (4 Axles)*	$0.50
Class 1 -Passenger -2 Axles**	$3.00
Class 1- Passenger -with Trailer (3 Axles)**	$3.50
Class 1 -Passenger -with 2 Axle Trailer (4 Axles)**	$4.00
Commercial:	
Class 2 -Commercial -2 Axles	$4.50
Class 3 -Commercial -3 Axles	$4.50
Class 4 -Commercial -4 Axles	$6.00
Class 5- Commercial -5 Axles	$7.50
Class 6- Commercial- 6 Axles	$9.00

Each additional Axle: $1.00

* Residential Commuter Pern1it Tolls payable by electronic toll collection only.

** Class I Tolls payable by electronic toll collection shall be discounted by $0.50.

Motor Vehicle Description determined by type of registration (Massachusetts vehicles) or by image and/or type of vehicle (non-Massachusetts vehicles).

(2) Toll Lane. Each operator of a motor vehicle shall bring the motor vehicle to a complete stop at the toll lane unless the operator is an authorized user of the ETC system in accordance with 700 CMR 11.04 and is in compliance with all other requirements of 700 CMR 11.00. Each operator of a motor vehicle who is an authorized ETC account holder shall slow the motor vehicle to the posted speed through the toll lane.

(3) Payment of Toll. Upon entering the toll lane, each operator shall pay the toll as established by MassDOT to a toll officer or through the authorized use of the ETC system.

(4) Toll Classification. Each motor vehicle displaying a private passenger registration number plate or a motorcycle displaying a motorcycle registration number plate shall pay the toll established by MassDOT for a Private Passenger Motor Vehicle. Each motor vehicle which does not display a private passenger registration number plate or a motorcycle registration number plate shall pay the toll established by MassDOT for a Commercial Motor Vehicle.

(5) Resident Commuter Program. A resident of Chelsea or Charlestown may qualify for a Resident Commuter Permit under such conditions as may from time to time be established by MassDOT.

(6) Toll Evasion. No person may commit, or attempt to commit, any act with the intent to evade the payment of a toll or to defraud MassDOT with respect to the payment of a toll. Refusal to pay a toll is considered to be an act done with intent to evade the toll.

11.04: Electronic Toll Collection

(1) ETC System. The Department from time to time establishes the terms and conditions governing the use of the ETC system and requires that account holders accept these terms and conditions.

(2) Use of the ETC System. No person may use or attempt to use the Department's ETC system or possess an electronic device that is issued for use with the ETC system unless:

(a) the person is duly registered with the Department or its designated ETC contractor as an account holder;

(b) the person is operating an authorized ETC-equipped motor vehicle with the permission of the account holder of the ETC-equipped motor vehicle; or

11.04: continued

(c) the person is using an electronic device of an electronic toll collection system of another jurisdiction that the Department accepts for use in its ETC system.

(3) Unauthorized Use of the ETC System. A motor vehicle which is not an authorized ETC-equipped motor vehicle shall stop and pay the toll as required by 700 CMR 11.04 and may not use the ETC System. A failure to stop at the toll lane by a non-ETC-equipped motor vehicle is considered to be an unauthorized use of the ETC.

(4) Assessment of Toll. An ETC-equipped motor vehicle that passes through the Tobin Memorial Bridge toll plaza without paying a toll to the toll collector, incurs a toll in accordance with 700 CMR 11.04(1). The Department assesses the appropriate toll charge against the corresponding account holder.

(5) Evasion of Toll by Device or Method. No person may use or attempt to use any device or method, the intended result of which is the inability of an ETC system to assess or collect the toll due under 700 CMR 11.04 or the non-payment of the toll.

(6) *Prima Facie* Responsibility. The registered owner of the motor vehicle is prima facie responsible for the payment of the fines or penalties that the Department assesses in accordance with 700 CMR 11.08 in respect to a violation of700 CMR 11.04 or the nonpayment of the toll unless:

(a) Stolen Vehicle. The registered owner has reported in a timely manner to a police agency that the violating vehicle has been stolen, and the violating vehicle remained stolen at the time of the violation of700 CMR 11.04; or

(b) Leased or Rented Vehicle. The registered owner is in the business of leasing or renting motor vehicles and provides a copy of a lease, rental or similar contract document indicating that the violating vehicle was leased or rented at the time of the violation and the identity, address and drivers license information of the person entitled to possession is discernible from the document, in which case that person is prima facie responsible for the payment of the fines or penalties that the Department assesses in accordance with 700 CMR 11.00.

11.05: Vehicle Operations

(1) General. The legislative Acts and Resolves of the General Court of Massachusetts relating to Motor vehicles and the Registry of Motor Vehicles Regulations, including without limitation, M.G.L. c. 89, M.G.L. c. 90 and 540 CMR insofar as they are applicable to vehicular traffic on the Tobin Memorial Bridge, are hereby adopted by the Department and shall be in full force and effect. Each Operator shall observe 700 CMR 11.00. All rights, privileges, licenses and permits, express or implied, for the use of the Tobin Memorial Bridge by the Operator heretofore by the Massachusetts Port Authority or hereafter granted by the Department shall be deemed to be revocable; and each such right, privilege, license or permit shall, at the option of the Department or its duly authorized representative, be deemed to be revoked and canceled by and upon the breach of any such rule or regulation or upon the violation of any applicable law or ordinance while upon said Tobin Memorial Bridge.

(2) Order or Direction. Each operator of a motor vehicle on the Tobin Memorial Bridge shall comply at all times with any lawful order, signal or direction of a Bridge Official or Police Officer. When traffic upon the Tobin Memorial Bridge is controlled by traffic lights, signs, pavement markings or by mechanical or electrical signals, each operator shall obey such lights, signs, markings and signals unless a Bridge Official or Police Officer directs otherwise.

(3) Prohibited Traffic. The Director may prohibit from the Tobin Memorial Bridge any motor vehicle which may endanger persons or property or render the use of the Tobin Memorial Bridge unsafe, subject to reasonable classification and in conjunction with the national standards and guidelines developed by AASHTO. The Director shall issue notice of any prohibitions or limitations prior to implementation through signposts on all roads immediately leading to the Tobin Memorial Bridge and shall publish said prohibitions or limitations on one or more occasions in daily newspapers of general distribution, unless emergency action is deemed to be required, in the sole discretion of the Department.

11.05: continued

(4) Prohibited Vehicles.

(a) Specific. No Person may operate the following motor vehicles on the Tobin Memorial Bridge unless the Director, at his/her sole discretion, has granted permission to cross the Tobin Memorial Bridge:

1. AASHTO Type H-20 Tractor -in excess of20 tons.
2. AASHTO Type 3 Tractor -in excess of 25 tons.
3. AASHTO Type 3S2 Tractor -in excess of36 tons.
4. AASHTO Type HS20 Tractor -in excess of 36 tons.
5. Motor vehicles which exceed the maximum width of 8' -0".
6. Motor vehicles that exceed the maximum height of 141- 0".
7. Motor vehicles with a metal, solid or deflated pneumatic tire; and motor vehicles with a tire in a worn or bald condition.
8. Motor vehicles carrying Dangerous Articles as defined in 720 C1\1R 9.02.
9. Motor vehicles carrying Hazardous Materials as defined and listed in 49 CFR §§ 171 through 173, and 177.

(b) General. No person may operate a motor vehicle on the Tobin Memorial Bridge unless it meets the following requirements:

1. Each motor vehicle shall meet all requirements for brakes, directional signals, lights, safety devices and equipment as specified in M.G.L. c. 90.
2. Each motor vehicle shall properly display a current valid inspection sticker pursuant to M.G.L. c. 90, § 24B or the law of another jurisdiction in which the vehicle is registered as indicated by the number plate displayed by the vehicle.
3. Each motor vehicle shall comply with the provisions of 49 CFR 325, 390 through 393, 395, 396 and 399, governing highway safety and noise emissions, which are incorporated by reference. Each operator shall conform to the requirements of 49 CFR 325, 390 through 393, 395, 396 and 399.

(5) Prohibited Use of Way. The Department prohibits the following on the Tobin Memorial Bridge:

(a) Hitch-hiking. No person may solicit a ride commonly known as "hitch-hiking" on the Tobin Memorial Bridge. No person shall loiter on the Tobin Memorial Bridge for any other unauthorized purpose.

(b) Trash. No person may throw or otherwise dispose of trash or personal property of any kind from a motor vehicle on the Tobin Memorial Bridge nor shall any other nuisance or disorderly conduct be committed on the Tobin Memorial Bridge. The Department shall be entitled to reimbursement for the cost of removing trash or personal property improperly discarded and for the cost of responding to public nuisances.

(c) Travel on Designated Areas. No person may travel on any portion of the Tobin Memorial Bridge, except on the roads, walks or places expressly provided by the Department with its permission. No person shall occupy these roads, walks or places in a manner that will hinder or obstruct the proper flow of vehicular traffic on the Tobin Memorial Bridge.

(d) Advertising, Solicitation. No person may advertise, solicit, sell or distribute any commodity or personal property of any kind on the Tobin Memorial Bridge without the prior written permission of MassDOT .

(e) Vehicle Propelled by Muscle Power. No person may operate a vehicle or device propelled, in whole or in part, by muscle power on the Tobin Memorial Bridge including without limitation, a bicycle, a vehicle drawn by a horse or other animal, a motorized bicycle, a moped, a motorized scooter.

(f) Improperly Confined Animal. No person may travel on any portion of the Tobin Memorial Bridge with a horse or other animal not properly contained in an appropriate vehicle.

(g) Improper Loading. No person may operate a motor vehicle on any portion of the Tobin Memorial Bridge unless such motor vehicle is constructed or loaded so as to prevent any of its contents from dropping, shifting, leaking or otherwise escaping therefrom while traveling on the Tobin Memorial Bridge.

(6) Direction of Traffic. All traffic on the ramps and roadway of the upper level of the Tobin Memorial Bridge shall proceed in a southwesterly direction only. All traffic on ramps and roadways of the lower level of the Tobin Memorial Bridge shall proceed in a northeasterly direction only. The Department may, at its sole discretion, change the direction of the vehicular traffic on the Tobin Memorial Bridge upon giving advance notice to the traveling public.

11.05: continued

(7) In General: Reasonable Care: Not Driving so as to Endanger. Each operator shall exercise reasonable care to avoid or prevent injury or damage to Persons or property .No Person may operate a motor vehicle on the Tobin Memorial Bridge carelessly or negligently, or in disregard of the rights and safety of others, or in disregard of the posted speed limits, or in a manner so as to endanger persons or property.

(8) Stopping or Parking. No operator may stop or park a motor vehicle on the Tobin Memorial Bridge except:
(a) when necessary to avoid injury to a person or damage to property;
(b) in compliance with the direction of a police officer or Bridge official; or
(c) when unable to proceed because of disability to the motor vehicle.

(9) Removal of Vehicle. The Department or a police officer may cause a stopped, parked or disabled motor vehicle to be removed from the Tobin Memorial Bridge if it is an impediment or hazard to vehicular traffic. Any motor vehicle so removed shall be removed, garaged or stored elsewhere at the risk and expense of the registered owner or operator.

(10) Driving Under the Influence. No person may operate a motor vehicle on the Tobin Memorial Bridge while under the influence of intoxicating liquor or controlled substances.

(11) Speeding. No person may operate a motor vehicle in excess of the posted speed limits on the Tobin Memorial Bridge.
(12) Emergency Vehicles. Upon the approach of a motor vehicle of a municipal fire or police department, the Department, or any ambulance emitting an emergency audible or visual alarm signal, each operator shall proceed with caution, maneuvering so as to clear the way for said motor vehicle.

(13) In General. Compliance with M.G.L. c. 89 and M.G.L. c. 90. In addition to complying with 700 CMR 11.05(1) through (12), each operator shall comply with all requirements M.G.L. c. 89 and M.G.L. c. 90.

11.06: ETC Violation Enforcement

(1) Enforcement. A violation clerk may enforce the provisions of 700 CMR 11.06.

(2) Designation of Violation Clerks. MassDOT may designate one or more violation clerks to perform the functions specified in 700 CMR 11.06(3) at the pleasure of MassDOT and for such finite or indefinite period as MassDOT deems desirable.

(3) Functions of the Violation Clerks. The violation clerks supervise and coordinate the processing of violation notices in accordance with 700 CMR 11.06(1). The violation clerks may, subject to the fiscal and managerial approval and oversight of MassDOT, hire or designate such personnel and organize such divisions as the violation clerks may deem necessary , or contract for such services, in order to carry out the provisions of 700 CMR 11.06(3).

(4) Content of Violation Notice.
(a) Information Regarding the Specific Offense. A violation notice includes, but is not limited to, the following information: the registration number and state of issuance of the registration number of the vehicle involved; the name of the registered owner of the vehicle; the type and color of the vehicle; the date, time and place of the violation; the specific violation charged by reference to the appropriate entry in 700 CMR 11.00; the applicable fines or penalties that MassDOT has established; the identification number of the violation clerk authorized to enforce the provisions of 700 CMR 11.00; and such other information as MassDOT may deem appropriate.
(b) Notice of Requirement to Respond. A violation notice states that the registered owner must pay the fine stated in the violation notice or appeal the violation within 60 calendar days after the date of the issuance of the violation notice and describes the means and content of the response for payment or appeal.

11.06: continued

(5) Issuance of Violation Notice.

(a) Delivery of Violation Notice. A violation clerk issues and certifies the violation notice and sends the violation notice as soon as practicable by first class mail to the registered owner of the vehicle at the address of the registrant on record with the Massachusetts Registry of Motor Vehicles, or, in the case of a motor vehicle registered under the laws of another state or jurisdiction, at the address of the registrant on record with the official in the state or other jurisdiction having charge of the registration of the vehicle.

(b) *Prima Facie* Evidence of Notice. Delivery by first class mail of a copy of the violation notice as specified in 700 CMR 11.06(5)(a) is sufficient notice of the violation. Certification of the violation notice by a violation clerk is prima facie evidence of the facts contained therein and is admissible in any administrative or judicial proceeding to adjudicate the liability for the violation. The violation clerks shall maintain a docket of all copies of violation notices.

(6) Payment or Appeal of Violation Notice. Within 60 calendar days after the date of the issuance of the violation notice, the registered owner to whom the violation notice is issued must make one of the following responses: pay the fine as provided by 700 CMR 11.06(6)(a); send a written dispute by mail as provided by 700 CMR 11.06(6)(b); or request a hearing as provided by 700 CMR 11.06(6)(c).

(a) Payment of Fine. The registered owner shall pay the fine as specified in the violation notice.

(b) Appeal by Mail. The registered owner may, without waiving the right to a hearing before a violation clerk as provided by 700 CMR 11.06(6)(c), and also without waiving judicial review as provided by M.G.L. c. 30A, § 14, appeal a violation notice and receive a review and disposition of the violation from a violation clerk by mail. The appeal by mail must contain a signed statement from the registered owner explaining the basis for the appeal. The signed statement may be accompanied by signed statements from witnesses, police officers, government officials, or other relevant parties or photographs, diagrams, maps or other relevant documents that the registered owner determines to submit. Statements or materials sent to a violation clerk for review must have attached to them the name and address of the registered owner as well as the number of the violation notice and the date of the violation. All information submitted by the registered owner becomes part of the violation record. The violation clerk shall, within 60 days of receipt of such material, review the material and dismiss or uphold the violation and notify the registered owner of the disposition of the hearing in writing by mail. If the appeal by mail is denied, the violation clerk shall explain the reasons for the determination. The review and disposition handled by mail is informal, the rules of evidence do not apply, and the decision of the violation clerk is final subject to the hearing provisions provided by 700 CMR 11.06(6)(c) and to judicial review as provided by M.G.L. c. 30A, § 14.

(c) Request for Hearing. Consistent with the provisions of M.G.L. c. 30A, a person issued a violation notice may make a written request for an appeal hearing before a violation clerk designated by MassDOT. The violation clerk then notifies the registered owner in writing by first class mail of the date, time, and place of the hearing. The hearing is informal, the rules of evidence do not apply, and the decision of the violation clerk is final, subject to judicial review as provided by M.G.L. c. 30A, § 14. Parties are notified in person or by mail of the decision following the hearing. Each written appeal decision contains a statement of reasons for the decision including a determination of each issue of fact necessary to the decision. Failure to appear at the date, time, and place specified on the hearing notice automatically results in the denial of the appeal.

(d) The provisions of 700 CMR 11.06 do not apply to Uniform Traffic Citations issued by Massachusetts State Police officers pursuant to M.G.L. c. 90C. A violation of MassDOT's regulations that results in the issuance of a Uniform Traffic Citation by a Massachusetts State Police officer under M.G.L. c. 90C, is subject to the procedures that M.G.L. c. 90C provides.

(7) Failure to Comply. Failure to comply with the requirements of 700 CMR 11.06(6) shall result in the following sanctions against the registered owner.

(a) Additional Fines or Penalties. MassDOT assesses the following additional fines or penalties for late payment, failure to pay, or for otherwise failing to respond to a violation notice as provided by 700 CMR 11.06(6).

11.06: continued

(b) Failure to Respond Within 60 Days After the Date of Issuance of a Violation Notice. A registered owner who fails to pay the fine specified in a violation notice or who fails to appeal a violation notice as provided by 700 CMR 11.06(6) within 60 calendar days after the date of the issuance of the violation notice shall pay an additional penalty of $40.00. The violation clerk notifies the registered owner by first class mail of this notice of liability and, in addition, notifies the Registrar of Motor Vehicles who shall place the matter on record and, upon receipt of a notice of liability, the Registrar shall not renew the registered owner's license to operate the vehicle or the registration of the vehicle until after notice from the violation clerk that all such matters have been disposed of in accordance with applicable law or regulation. If the registered owner is a resident of another state or jurisdiction, the Registrar shall revoke the registered owner's right to operate in the Commonwealth until the matter has been disposed of in accordance with applicable law or regulation.

(c) Civil or Criminal Action. MassDOT may pursue such civil or criminal action as it deems appropriate to collect the fine initially assessed in the violation notice as well as such additional fines or penalties as MassDOT may assess in accordance with 700 CMR 11.06(7)(a).

(8) Confidentiality of Records. MassDOT shall maintain the confidentiality of all information including, but not limited to, photographs or other recorded images and credit and account data relative to account holders who participate in its ETC system.

(9) System Maintenance and Enforcement. Any electronic or other automated system of toll collection used by MassDOT is regularly tested and maintained to promote accurate and efficient determinations as to payment or evasion of tolls. Any violation notice based in whole or in part upon inspection of any photograph or other recorded image of a motor vehicle and the written certification by a violation clerk shall be *prima facie* evidence of the facts contained therein and shall be admissible in any administrative or judicial proceeding to adjudicate the liability for such violation.

11.07: Manual Toll Lane Violation Enforcement

(1) Enforcement. Notwithstanding the provisions of M.G.L. c. 90C, a violation clerk may enforce the provision of700 CMR 11.00.

(2) Function of Violation Clerks. The violation clerks supervise and coordinate the processing of violation notices in accordance with 700 CMR 11.07. The violation clerks may, subject to the fiscal and managerial approval and oversight of MassDOT, hire or designate such personnel and organize such divisions as the violation clerks may deem necessary , or contract for such services, in order to carry out the provisions of 700 CMR 11.07.

(3) Violation Notice. The violation notice includes, without limitation, the following information: the name of the registered owner of motor vehicle; the registration number of the vehicle; the state of issuance of such registration, date, time and place of the violation; the specific violation charged by reference to the appropriate section of 700 CMR 11.00; the applicable fines or penalties that MassDOT has established; the name of the violation clerk and such other information as MassDOT may deem necessary or appropriate. The violation notice states that the registered owner must pay the fine stated in the violation notice or appeal the violation within 21 calendar days after the date of the issuance of the violation notice and describes the means and content of the response for payment or appeal.

(4) Issuance of Violation Notice.

(a) Delivery of Violation Notice. A violation clerk issues and certifies the violation notice and sends the violation notice as soon as practicable by first class mail to the registered owner of the motor vehicle at the address of the registrant on record with the official in the state or other jurisdiction having charge of the registration of the vehicle.

(b) *Prima Facie* Evidence of Notice. Delivery by first class mail of a copy of the violation notice as specified in 700 CMR 11.07(4)(a) is sufficient notice of the violation. Certification of the violation notice by a violation clerk is prima facie evidence of the facts contained therein and is admissible in any administrative or judicial proceeding to adjudicate the liability for the violation.

11.07: continued

(5) Payment or Appeal of Violation Notice. Within 21 calendar days after the date of the issuance of the violation notice, the registered owner to whom the violation notice is issued must make one of the following responses:

(a) Payment of Fine. The registered owner shall pay the fine as specified in the violation notice.

(b) Appeal by Mail. The registered owner may, without waiving the right to a hearing before a violation clerk as provided by 700 CMR 11.07(5)(c) and also without waiving judicial review as provided by M.G.L. c. 30A, § 14, appeal a violation notice and receive a review and disposition of the violation from a violation clerk by mail. The appeal by mail must contain a signed statement from the registered owner explaining the basis for the appeal. The signed statement may be accompanied by signed statements from witnesses, police officers, government officials, or other relevant parties or photographs, diagrams, maps or other relevant documents that the registered owner determines to submit. Statements or materials sent to a violation clerk for review must have attached to them the name and address of the registered owner as well as the number of the violation notice and the date of the violation. All information submitted by the registered owner becomes part of the violation record. The violation clerk shall, within 60 days of receipt of such material, review the material and dismiss or uphold the violation and notify the registered owner of the disposition of the hearing in writing by mail. If the appeal by mail is denied, the violation clerk shall explain the reasons for the determination. The review and disposition handled by mail is informal, the rules of evidence do not apply, and the decision of the violation clerk is final subject to judicial review as provided by M.G.L. c. 30A, § 14.

(c) Request for Hearing. Consistent with the provisions of M.G.L. c. 30A, a person issued a violation notice may make a written request for an appeal hearing before a violation clerk. The violation clerk then notifies the registered owner in writing by first class mail of the date, time, and location of the hearing. The hearing is informal and the rules of evidence do not apply. and The decision of the violation clerk shall be final, subject to judicial review as provided by M.G.L. c. 30A, § 14. After completion of the hearing, the hearing officer shall render a decision as promptly as administratively feasible in accordance with M.G.L. c. 30A, § 11 (8). Parties are notified in person or by mail of the decision following the hearing. Each written appeal decision contains a statement of reasons for the decision including a determination of each issue of fact necessary to the decision. If the party fails to attend the hearing as scheduled, the hearing officer may enter a default against the party and dismiss the appeal, and the party shall have no further right to appeal either the finding of violation or assessment of penalty .

(d) Notwithstanding the provisions of 700 CMR 11.07, a violation of 700 CMR resulting in the issuance of a violation notice or citation by a police officer may be subject to the procedures that M.G.L. c. 90C provides.

(6) Failure to Comply. Failure to comply with the requirements of700 CMR 11.07(5) shall result in the following sanctions against the registered owner.

(a) Additional Fines or Penalties. The Department assesses the following additional fines or penalties for late payment, failure to pay, or for otherwise failing to respond to a violation notice as provided by 700 CMR 11.07(5).

1. Failure to Respond Within 21 Days After the Date of Issuance of a Violation. A registered owner who fails to pay the fine specified in a violation notice and who fails to appeal a violation notice as provided in 700 CMR 11.07(5) within 21 calendar days after the date of the issuance of the violation notice shall pay an additional penalty of $5.00. The violation clerk notifies the registered owner by first class mail of this first notice of delinquency.

2. Failure to Respond to Notice of Delinquency. A registered owner who fails to respond to a violation notice as provided by 700 CMR 11.07(5) within 45 calendar days after the date of issuance of the violation notice shall pay an additional penalty of$15.00. The violation clerk notifies the registered owner by first class mail of this final notice.

3. Failure to Respond to Final Notice. A registered owner who fails to respond to a violation notice as provided by 700 CMR 11.07(5) within 60 calendar days after the date of issuance of the violation notice shall pay an additional penalty of$20.00. The violation clerk notifies the registered owner by first class mail of this notice of liability and, in addition, may take any other legal action until the matter has been disposed of in accordance with applicable law or regulation.

11.07; continued

(b) Civil or Criminal Action. The Department may pursue such civil or criminal action as it deems appropriate to collect the fine initially assessed in the violation notice as well as such additional fines or penalties as the Department may assess in accordance with 700 CMR 11.07(6)(a).

11.08: Penalties for Violations

(1) Exemptions. 700 CMR 11.08 does not apply to, and the Department does not impose a penalty with respect to, an operator of a motor vehicle acting in conformity with the direction of a toll collector or police officer, to the operator of a vehicle actually engaged in work on a way when the requirements of the work necessitates a departure from any of the requirements of 700 CMR 11.00 and the departure does not endanger the safety of individuals or property, or to a toll officer or police officer when engaged in the performance of duties that necessitates a departure from any of the requirements of 700 CMR 11.00, or to the operator of an official emergency vehicle when an emergency necessitates departure from any of the requirements of 700 CMR 11.00. These exemptions do not, however, relieve such an operator from other legal consequences of the operator's or individual's action.

(2) *Prima Facie* Responsibility for Violations. If a motor vehicle is operated on a way in violation of any provision of 700 CMR 11.00 or any other regulation or law of Massachusetts, and the identity of the operator of the motor vehicle cannot be determined, the person in whose name the motor vehicle is registered is deemed prima facie responsible for the violation except as otherwise provided with respect to the responsibility of an account holder under 700 CMR 11.04.

(3) Fines.

(a) Fines by Reference to Sections of 700 CMR 11.00. Whoever violates any provision of 700 CMR 11.00 is subject to a fine not exceeding the amount indicated below in addition to other penalties as the laws of Massachusetts or federal law may provide. The section and general subject matter headings are provided for convenience only and do not amend or in any way affect the substance of the provisions to which they refer.

1. A police officer may warn or fine an operator or person for violating a provision of 700 CMR 11.00 upon determination that the operator or person has violated one or more of the provisions of 700 CMR 11.00.
2. A violation of 700 CMR 11.03(3), 700 CMR 11.03(6), 700 CMR 11.04(3), or 700 CMR 11.04(5) shall be punished by a fine of $100.00.
3. A violation of 700 CMR 11.05(4)(a) shall be punished by a fine of $100.00.
4. A violation of 700 CMR 11.05(11) shall be punished by a fine of $50.00. An additional fine of $10.00 for each mile per hour in excess often miles per hour over the posted speed limit shall be assessed.
5. All other violations of700 CMR shall be punished as follows:
 a. First offense: warning or fine not to exceed $50.00.
 b. Second offense within 12 months of the first offense: fine not less than $50 and not more than $150.00.
 c. Third or any subsequent offense within 12 months of the first offense: fine not less than $150 and not more than $250.00.

REGULATORY AUTHORITY

700 CMR 11.00: St. 2009, c. 25; M.G.L. c. 6C, § 3(1).

730 CMR 7.00: USE OF THE MASSACHUSETTS TURNPIKE AND THE METROPOLITAN HIGHWAY SYSTEM

Section

7.01: Scope, Repeal, and Effect
7.02: Definitions
7.03: Tolls and Manual Toll Collection Violation Enforcement System
7.04: Electronic Toll Collection (ETC)
7.05: Limitations on Use of Ways
7.06: Special Limitations and Issuance of Special Permits
7.07: Limitations on Large Tandem Units
7.08: Traffic, Operation, and Safety
7.09: Motor Carrier Safety Act
7.10: Hazardous Materials
7.11: Repair or Removal of Vehicle
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7.01: Scope, Repeal, and Effect

(1) Scope. 730 CMR 7.00 regulates activity, and establishes procedures, requirements, and penalties, with respect to the use of ways under the jurisdiction of the Massachusetts Turnpike Authority. A provision of 730 CMR 7.00 applies equally to each such way, whether or not the provision refers explicitly to a way, unless the provision states otherwise.

(2) Repeal. Repeals of any regulation does not affect any punishment, penalty, or forfeiture incurred prior to August 8, 2008 or any suit, prosecution, or proceeding pending as of August 8, 2008 for an offense committed, or for the recovery of a penalty or forfeiture incurred, under the regulations thus repealed.

(3) Effect. The headings of 730 CMR 7.00 are provided for ease of reference only and should not be used to construe its provisions. A judicial determination that a provision of 730 CMR 7.00 is unenforceable does not affect another provision of the regulation unless the provisions are integrally related and can not be severed.

7.02: Definitions

The following terms and their grammatical counterparts are used in 730 CMR 7.00 as described in 730 CMR 7.02:

Abandoned Vehicle refers to a vehicle other than a disabled vehicle left on a way with neither the operator nor another responsible individual present.

Acceleration Lane refers to a special travel lane on a way that facilitates a change of speed by a vehicle entering a travel lane.

Account Holder refers to a person who registers with the Authority an Electronic Toll Collection (ETC)-equipped motor vehicle, as identified by the register number of the ETC-equipped motor vehicle, and participates in an ETC system.

Apportioned Vehicle refers to a motor vehicle bearing a valid number plate with an "apportioned" designation issued by the Massachusetts registrar of motor vehicles or an equivalent number plate.

Articulated Bus refers to the term "articulated bus" as defined in M.G.L. c. 90, § 1.

Authority refers to the Massachusetts Turnpike Authority created by M.G.L. c. 81A.

7.02: continued

Authority Vehicle refers to a vehicle owned by the Authority and operated by one of its employees or a Massachusetts Troop E State Police officer.

Auto Home refers to the term "auto home" as defined in M.G.L. c. 90, § 1.

Automatic Lane refers to an entry or exit lane to a way that is equipped with an automatic coin receptacle for the collection of a specified toll.

Automobile Transporter refers to the term "automobile transporter" as defined in M.G.L. c. 90, § 1. A tractor-trailer or semi-trailer unit capable of transporting fully-assembled automobiles or other types of cargo within the enclosed trailer in a tractor-trailer unit or within the enclosed semi-trailer in a semi-trailer unit is not an "automobile transporter" for the purposes of 730 CMR 7.02.

Axle refers to a supporting structure, upon which a pair or pairs of wheels revolve, that may be included between two parallel transverse vertical planes forty inches apart extending across the full width of the supported vehicle.

Boat Transporter refers to the term "boat transporter" as defined in M.G.L. c. 90, § 1.

Boston Extension refers to the roadways and tunnels for vehicular traffic as defined in M.G.L. c. 81A, § 3.

Boston Extension Tunnel refers to the vehicular tunnel consisting of two roadways separated by a median under the air rights project between Dalton Street and Clarendon Street, including Interchange 22, in the city of Boston, and any additional area that the Authority designates as such.

Breakdown Lane refers to a paved lane on a way to the right of the travel lanes and separated from them by a solid line.

Bridge Gross Weight Formula refers to the formula and definitions of terms set out in 730 CMR 7.06(3)(b).

Bus refers to a motor vehicle bearing a valid number plate with a "bus" designation issued by the Massachusetts registrar of motor vehicles or an equivalent number plate.

Callahan Tunnel refers to the tunnel for vehicular traffic as described and defined in M.G.L. c. 81A, § 3.

Car Pool Identification Card refers to the identification card issued in accordance with 730 CMR 7.03(5).

Car Pool Vehicle refers to a private passenger motor vehicle, not for public hire, carrying three or more occupants, one of whom possesses a currently valid car pool identification card.

Chief Engineer refers to the Chief Engineer of the Authority or an employee or employees of the Authority designated by the Chief Engineer to carry out one or more of the responsibilities assigned to the Chief Engineer in accordance with 730 CMR 7.00.

Commercial Vehicle shall mean any Motor Vehicle which is not a Private Passenger Motor Vehicle displaying a private passenger registration number plate issued by the Massachusetts registrar of motor vehicles or an equivalent number plate and is not a Motorcycle displaying a Motorcycle registration number issued by the Massachusetts registrar of motor vehicles or an equivalent number plate.

Commissioner of Highways refers to the commissioner of the department of highways, or his designee.

7.02: continued

Creeper Lane refers to a special travel lane on a way provided for vehicles that can not maintain the required rate of speed over travel lanes.

Cross-over refers to an area in a median used by a vehicle authorized in accordance with 730 CMR 7.08(10)(b) to cross a median.

Deceleration Lane refers to a special travel lane on a way that facilitates a change of speed by a vehicle leaving a travel lane.

Disabled Vehicle refers to a vehicle on a way that is incapable of movement under its own power or as to which movement is inadvisable because of a flat tire, mechanical breakdown, or other malfunction. A disabled vehicle is not an abandoned vehicle provided that it is not stopped on a way for a period of more than two hours and that the Massachusetts State Police have been notified that the vehicle is disabled.

Equivalent Number Plate refers to a type of number plate issued by the registrar or department of motor vehicles or similar official or department of another jurisdiction in accordance with the law of that jurisdiction that is equivalent in function and designation to the specific type of number plate issued by the Massachusetts registrar of motor vehicles that 730 CMR 7.00 requires a vehicle registered in Massachusetts to display.

ETC is defined as electronic toll collection.

ETC-equipped Motor Vehicle refers to a motor vehicle properly equipped with and using an electronic device that the Authority has issued or authorized for the purpose of transmitting information to an ETC toll lane.

ETC System refers to an electronic toll collection system installed on or operating with respect to a way or at other facilities for the purpose of collecting tolls, fares, fees or other transactions as determined by the Authority.

ETC Toll Lane refers to a toll-collection lane that is equipped with ETC system components.

Explosive refers to any chemical compound, mixture, or device, the primary or common purpose of which is to function by explosion, i.e., with substantially instantaneous release of gas and heat.

Fullmount refers to a smaller vehicle mounted completely on the frame of either the first or last vehicle in a saddlemount combination.

Gross Vehicle Weight Rating refers to the term "gross vehicle weight rating" as defined in M.G.L. c. 90, § 1.

Hazardous Material refers to the term "hazardous material" as defined in 49 CFR Parts 171 through 173 and 177.

Hearse refers to a motor vehicle bearing a valid number plate with a "hearse" designation issued by the Massachusetts registrar of motor vehicles or an equivalent number plate.

Heavy Commercial Vehicle refers to a vehicle in excess of 2.5 tons that is used for the transportation of goods, wares, or merchandise.

High-occupancy Vehicle refers to a bus, a car pool vehicle, a pupil vehicle, a school bus, or a vanpool vehicle.

House Trailer refers to the term "house trailer" as defined in M.G.L. c. 90, § 1.

Interchange refers to a location, with or without toll booths, that provides entry to or exit from a way.

7.02: continued

Irreducible Load or Vehicle refers to a load or vehicle exceeding applicable weight or length limitations under 730 CMR 7.06 that, if separated into smaller loads or vehicles, would compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended; destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; or require more than eight work hours to dismantle using appropriate equipment.

Irreducible Load Permit refers to a permit that the Authority issues for use of a way in accordance with 730 CMR 7.06(3)(c)1. or 730 CMR 7.06(4)(c)1.

Lane refers to a longitudinal strip of roadway of sufficient width to accommodate the passage of a single line of vehicles, whether or not the bounds of the lane are indicated by pavement markings or longitudinal construction joints.

Large Tandem Unit refers to a tandem unit in which either the semi-trailer or trailer exceeds 28 feet in length.

Large Tandem Unit Permit refers to a permit that the Authority issues in accordance with 730 CMR 7.07.

Livery Vehicle refers to a motor vehicle bearing a valid number plate with a "livery" designation issued by the Massachusetts registrar of motor vehicles or an equivalent number plate.

Manual Lane refers to a toll collection lane where means exist in the lane other than an ETC toll lane for the collection of the appropriate toll.

Marking refers to a line, legend, or other medium or device that is painted or placed by or at the direction of the Authority on the surface of a way.

Massachusetts State Police Officer refers to a state police officer assigned to the Authority under the provisions of M.G.L. c. 22C, § 29.

Median refers to the area separating traffic moving in opposite directions on a way.

Metropolitan Highway System refers to the highway system that consists of the Boston Extension, the Callahan Tunnel, the Central Artery, the Central Artery North Area, the Sumner Tunnel, and the Ted Williams Tunnel, as defined in M.G.L. c. 81A, § 3.

Motorcycle refers to the term "motorcycle" as defined in M.G.L. c. 90, § 1.

Motor Vehicle refers to the singular of the term "motor vehicle" as defined in M.G.L. c. 90, § 1.

Non-revenue Vehicle refers to an official vehicle of the Authority and any other vehicle that the Authority designates as such.

Official Emergency Vehicle refers to an official police, fire, or health services vehicle of Massachusetts or any of its municipalities, political subdivisions, or instrumentalities.

Official Vehicle of the Authority refers to a motor vehicle of a member, officer, or employee of the Authority or of a person engaged in the performance of duties in connection with the operation of a way.

Operator refers to an individual who operates a motor vehicle.

Over-size Vehicle refers to a vehicle or vehicle combination that exceeds the maximum size designated for a vehicle or vehicle combination of its type as specified in 730 CMR 7.06(4)(a).

Over-weight Vehicle refers to a vehicle that exceeds the maximum weight designated for a vehicle of its type as specified in 730 CMR 7.06(3) and/or 730 CMR 7.07(4).

7.02: continued

Parked Vehicle refers to a vehicle that is stopped or standing, whether occupied or not, except that a vehicle is not a parked vehicle if it has stopped temporarily because its movement is obstructed, it is waiting to enter or leave a toll booth lane, the operator is following the direction of a Massachusetts State Police officer or a sign, or because it is a disabled vehicle.

Parking refers to the stopping or standing of a parked vehicle.

Parking Clerks refers to individuals assigned to Troop E or persons employed by or under contract with the Authority or its ETC system contractor designated by the Authority to enforce parking violations.

Person refers to an individual, firm, co-partnership, association, corporation, or other legal entity.

Private Passenger Motor Vehicle refers to the term "private passenger motor vehicle" as defined by the registrar of motor vehicles in 540 CMR 2.05.

Pupil Vehicle refers to a motor vehicle bearing a valid number plate with a "pupil" designation issued by the Massachusetts registrar of motor vehicles or an equivalent number plate.

Qualified Towing Contractor refers to a qualified emergency road-service provider having a service contract with the Authority in accordance with 730 CMR 7.11(2)(c)3.

Recreational Vehicle refers to a private passenger motor vehicle that provides living accommodations for persons or an apportionable vehicle designed or converted and used exclusively for personal pleasure or travel by an individual or the individual's family.

Reducible Load Permit refers to a permit that the Authority issues to an owner or lessee of a vehicle for which the commissioner of highways has issued a valid reducible load permit in accordance with M.G.L. c. 85, § 30A, as specified in 730 CMR 7.06(3)(c)3.

Registered Owner refers to a person registered by the Massachusetts registrar of motor vehicles in accordance with M.G.L. c. 90, § 2, at the time of a violation of 730 CMR 7.03, 730 CMR 7.04, or 730 CMR 7.11 as the owner of the vehicle involved in the violation or who is so registered by the registrar or department of motor vehicles or similar official or department of another jurisdiction in accordance with the law of that jurisdiction.

Roadway refers to that portion of a way consisting of travel lanes, including acceleration lanes and deceleration lanes, creeper lanes, and ramps or approaches to toll plazas.

Saddlemount Combination refers to a combination of vehicles in which a truck or tractor tows one or more trucks or tractors, each connected by a saddle to the frame or fifth wheel of the vehicle in front of it. The saddle is a mechanism that connects the front axle of the towed vehicle to the frame or fifth wheel of the vehicle in front of the towed vehicle and functions as a fifth wheel kingpin connection. When two vehicles are towed in this manner, the combination is called a double saddlemount combination, and, when three vehicles are towed in this manner, the combination is called a triple saddlemount combination.

School Bus refers to a motor vehicle bearing a valid number plate with a "school bus" designation issued by the Massachusetts registrar of motor vehicles or an equivalent number.

Semi-trailer refers to the term "semi-trailer" as defined in M.G.L. c. 90, § 1. Semi-trailer unit refers to the term "semi-trailer unit" as defined in M.G.L. c. 90, § 1.

Service or Rest Area refers to an area that the Authority designates along a way for the purpose of providing travelers on the way rest or refreshment or to provide services for vehicles using the way.

Shoulder refers to that part of the paved surface of a way lying outside solid traffic lines.

7.02: continued

Sign refers to a sign, lights, signal, barrier, marker, marking, cone, barrel, or similar device or indicator, whether the means of display or indication is mechanical, electrical, acoustical, or another means, that the Authority deploys or causes to be deployed for the purpose of regulating traffic, parking, or other activity on a way.

Small Tandem Unit refers to a tandem unit in which either the semi-trailer or trailer does not exceed 28 feet in length.

Small Tandem Unit Permit refers to a permit that the Authority issues in accordance with 730 CMR 7.06(3)(c)(4).

Special Fuel refers to a liquefied petroleum gas, including propane, butane, LP Gas or LPG, a liquefied natural gas or LNG, and a compressed natural gas or CNG.

Special Fuel Transportation Permit refers to a permit that the Authority issues allowing a vehicle transporting a special fuel to travel on certain portions of a way in accordance with 730 CMR 7.06(6).

Special Permit refers to an irreducible load permit, a large tandem unit permit, a small tandem unit permit, a reducible load permit, a special permit for explosives, or a special fuel transportation permit.

Special Permit for Explosives refers to a permit that the Authority issues allowing a vehicle transporting explosives to travel on certain portions of a way in accordance with 730 CMR 7.06(5).

Special Vehicle refers to a vehicle that is not otherwise a commercial vehicle or high-occupancy vehicle and that the Authority designates as authorized to use the Tunnels in furtherance of a purpose or need consistent with the public welfare or necessity and with the safe and efficient use of the Tunnels.

Sumner Tunnel refers to the tunnel for vehicular traffic as defined in M.G.L. c. 81 A, § 3.

Tandem Axles refers to two or more consecutive axles whose centers can be included between parallel transverse vertical planes spaced not less than 40 and not more than 96 inches apart, extending across the full width of the vehicle.

Tandem Unit refers to the term "tandem unit" as defined in M.G.L. c. 90, § 1.

Taxi refers to a motor vehicle bearing a valid number plate with a "taxi" designation issued by the Massachusetts registrar of motor vehicles or an equivalent number plate.

Ted Williams Tunnel refers to the system of roadways, bridges, viaducts and tunnels for vehicular traffic as defined in M.G.L. c. 81 A, § 3.

Toll Collector refers to an employee of the Authority assigned to traffic duty or toll collection on a way, including, without limitation, a shift supervisor, plaza supervisor, or security officer.

Tractor refers to the non-cargo carrying power unit that operates in combination with a semi-trailer or trailer, except that the power unit of a semi-trailer unit engaged in the transportation of automobiles is also a tractor notwithstanding its use to carry motor vehicles.

Traffic refers to vehicles, either singly or together, using any portion of a way for the purpose of travel.

Traffic Control Signal refers to a device using colored lights whereby traffic may alternately be directed to slow down and proceed with caution, to stop, or to proceed.

Trailer refers to the term "trailer" as defined in M.G.L. c. 90, § 1.

7.02: continued

Transponder refers to an ETC Device.

Travel Lane refers to a lane used by traffic for ordinary travel.

Truck refers to a motor vehicle designed to carry goods.

Tunnels refers to all Tunnels owned and operated by the Authority, Metropolitan Highway System Tunnels, including but not limited to the Callahan, Sumner, Ted Williams, Boston Extension as defined in M.G.L. c. 81 A, § 3, including the roadway referred to as the Prudential Tunnel, I-90, I-93, and the Central Artery North Area (CANA) Tunnels, individually or collectively, including their access and egress ramps, each of which is a way.

Turnpike refers to the term "turnpike" as defined in M.G.L. c. 81A, § 3.

U-turn refers to the backing or turning of a vehicle whereby its direction is reversed.

Vanpool Vehicle refers to a motor vehicle bearing a valid number plate with a "vanpool" designation issued by the Massachusetts registrar of motor vehicles or an equivalent number plate.

Vehicle refers to a device in, upon, or by which individuals or property are or can be transported upon a way.

Vehicle Combination refers to any attached combination of a motor vehicle and vehicle or vehicles.

Vehicle Height refers to the height of a vehicle, including its load.

Vehicle Length refers to the length of a vehicle or vehicle combination, including its load and load-holding devices, but exclusive of safety and energy-conservation devices such as refrigeration units and air compressors, heating units, wind deflectors, flexible fender extensions, mud flaps and splash and spray suppressant devices, or other device that the Authority determines is necessary for safe and efficient operation, provided that any such device is mounted, and extends beyond the nominally allowed length, in a manner and to the extent that the Authority determines, and provided further that the device is not designed or used to carry cargo.

Vehicle Weight refers to the gross weight of a vehicle, including its load.

Vehicle Width refers to the width of a vehicle, including its load, but exclusive of load-induced tire bulge, rear view mirrors, turn signal lamps, hand holds for cab entry or egress, mud flaps and splash and spray suppressant devices, or other device that the Authority determines is necessary for the safe and efficient operation of the vehicle, provided that any such device is mounted, and extends beyond the nominally allowed width, in such manner and to such extent as the Authority determines, and provided further that in no event may such a device extend more than three inches beyond the maximum vehicle width on each side.

Violation Clerks refers to Massachusetts State Police officers assigned to Troop E or persons employed by or under contract with the Authority or its ETC system contractor designated by the Authority to enforce violations of 730 CMR 7.03, 730 CMR 7.04, and 730 CMR 7.12.

Violation Enforcement System refers to the system that the Authority operates in accordance with 730 CMR 7.03(12) to enforce violations of 730 CMR 7.03 and the system that the Authority operates in accordance with 730 CMR 7.04(5) to enforce violations of 730 CMR 7.04.

Violation Notice refers to a written notice issued and certified by a violation clerk in accordance with 730 CMR 7.04(5) for a violation of 730 CMR 7.04 and in accordance with 730 CMR 7.03(12) for a violation of 730 CMR 7.03.

7.02: continued

Violating Vehicle refers to a motor vehicle that is not an ETC-equipped motor vehicle, that passes through an ETC toll lane, and/or that does not pay the appropriate toll by other authorized means; and/or a Two Axle Commercial Vehicle operating through the Sumner Tunnel or Ted Williams Tunnel that does not use the ETC toll lane in violation of 730 CMR 7.03; and/or any motor vehicle operating on a roadway for which the Authority charges a toll that does not pay the required toll in accordance with 730 CMR 7.00.

Way is defined as the Turnpike, the metropolitan highway system, tunnels, a service or rest area, that is located on property owned or controlled and under the jurisdiction of the Authority, and includes the areas appurtenant to said way that are necessary for the operation, construction and maintenance of the way.

7.03: Tolls and Manual Toll Collection Violation Enforcement System

(1) Vehicle Classification. The Authority applies the vehicle classification schedules specified in 730 CMR 7.00: Table 1(a),(b), and (c), to determine tolls for the use of a way for which the Authority collects a toll. (See Notes 1 and 2).

TABLE 1.

Table 1(a): Ticket System:

Class	Ticket System (charge based on class and mileage) (Interchanges 1 through 14; and the I-90 mainline toll booths at Interchange 15)
1	Passenger Vehicle, Car pool vehicle, motorcycle with or without a sidecar, light truck, van, or any other two-axle vehicle with single wheels on each axle, designed with a maximum capacity of 14 or less passengers.
2	A. Any class one vehicle with a one, two, or three axle trailer. B. Any class one vehicle with a one, two, or three axle unit that straddles the vehicle body. C. A three or four axle recreational vehicle with single wheels. D. A three or four axle limousine with single wheels. E. A motorcycle with a one or two axle trailer.
3	Tractor-Trailer, car carrier, or truck unit with five or more axles.
4	No vehicles in class.
5	Any two axle vehicle with dual rear tires.
6	Tractor, tractor-trailer, truck, or recreational vehicle with dual wheels and three axles.
7	Tractor-trailer, automobile transporter, recreational vehicle, truck or any vehicle with dual wheels and four axles.
8	Any vehicle or bus with two or three axles designed to carry 15 or more passengers.
8	Tandem-trailer (double bottom) with five to 12 axles.
10	Non-revenue vehicles.

7.03: continued

Table 1(b): Barrier System:

Class	Barrier System (charge based on class and number of axles)
	(Location: Route 128 entrance and exit ramps at Interchange 15; and Interchanges 18, 19, and 20; and Allston U-Turn)
1	Private passenger motor vehicle, car pool vehicle, motorcycle with or without a sidecar, light truck, van, or any vehicle with two axles and single wheels.
2	Any two axle vehicle with dual wheels.
3	Any vehicle or vehicle combination with three axles.
4	Any vehicle or vehicle combination with four axles.
5	Any vehicle or vehicles combination with five axles.
6	Any vehicle or vehicle combination with six axles.
7	Tandem-trailer with seven axles.
8	Tandem-trailer with eight axles.
9	Tandem-trailer with nine to twelve axles.
10	Non-revenue vehicle (any number of axles).

Table 1(c): Sumner and Ted Williams Tunnels:

Class	Sumner and Ted Williams Tunnels (charge based on class, number of axles, and commercial status) (Locations: Interchange 26 - plaza numbers 30, 31, and 37)
1	Any two axle vehicle paying non-commercial rates
2	Any commercial two axle vehicle and two axle bus.
3	Any vehicle or vehicle combination with three axles.
4	Any vehicle or vehicle combination with four axles.
5	Any vehicle or vehicles combination with five axles.
6	Any vehicle or vehicle combination with six axles.
7	Any vehicle or vehicle combination with seven axles.
8	Not applicable.
9	Not applicable.
10	Non-revenue vehicle.

Note 1. Toll Rates may vary for vehicles qualifying for specific toll rate Programs established by the Authority.

Note 2. Use of the Allston U-Turn by certain classes and types of vehicles may be restricted by the Authority.

7.03: continued

(2) Stop at Toll Booths. An operator of a motor vehicle approaching a toll booth shall bring the motor vehicle to a complete stop, unless the operator is an authorized user of the Authority's ETC system in accordance with 730 CMR 7.04(1), the operator is passing through an authorized ETC toll lane that is in operation, and the operator is in compliance with all other requirements of 730 CMR 7.04.

(3) Evasion of Toll. No person may commit, or attempt to commit, any act with the intent to evade the payment of a toll or to defraud the Authority with respect to the payment of a toll. Failure to stop at a toll booth, except a toll booth in an ETC toll lane through which an ETC-equipped motor vehicle passes in accordance with 730 CMR 7.04, or refusal to pay a toll are both considered to be acts done with intent to evade the payment of a toll. Passing through an automatic or manual lane without paying the prescribed toll is an evasion of the toll.

(4) Special Permit Fees. The operator of a motor vehicle requiring a special permit for use of a way shall pay the fee that the Authority determines in accordance with the provisions of the permit and of 730 CMR 7.06.

(5) Car Pool Identification Card. The Authority may issue, or have issued by a designated third party, a car pool identification card for use on one or more ways, or portion of a way, as the Authority may determine. Upon request, the Authority informs an interested person of the availability of a car pool identification card and the way or ways for which its use is permitted. The Authority issues a car pool identification card upon written application and the payment of the fee that the Authority may establish. The Authority may in its discretion determine to discontinue or reinstate the use of car pool identification cards.

(6) Non-possession of Toll Ticket. The operator of a motor vehicle on a way as to which the Authority issues a toll ticket who does not present a current trip toll ticket upon reaching the interchange at which the operator seeks to leave the way shall pay a toll for the applicable vehicle classification from the most distant entry point on the way, except as 730 CMR 7.04 provides with respect to electronic toll collection.

(7) Exit of Vehicle at Point of Entry. The operator of a motor vehicle on a way as to which the Authority issues a toll ticket who presents an unauthorized toll ticket for payment at the same interchange at which the toll ticket was issued shall pay the toll for the appropriate vehicle classification from the most distant entry point on the way.

(8) Resident Discount Program. Only authorized ETC-equipped vehicles will be eligible for the resident discount program. Boston residents that qualify and choose to participate in the resident discount program shall adhere to the ETC terms and conditions and regulations governing the use of the ETC system. St. 1955, c. 102, § 14 was enacted as a mitigation measure resulting from construction activities of the Central Artery/Tunnel Project and the increased amount of Massachusetts Turnpike Authority traffic passing through the affected communities of East Boston, the North End of Boston, and South Boston. In order to mitigate the impacts of construction and traffic on certain sections of the city of Boston most directly affected, St. 1995, c. 102, § 14 was enacted which states in pertinent part that the authority may not charge and collect tolls for transit through the Callahan tunnel, the Sumner tunnel or the Third Harbor tunnel by private passenger vehicles registered in the East Boston or South Boston sections of the city of Boston, that are greater than the tolls in effect for such vehicles at existing tunnel toll facilities on August 10, 1995; and further, that the authority may not charge and collect tolls for transit through the Callahan or Sumner tunnels to private passenger vehicles registered in the North End section of the city of Boston, that are greater than the tolls in effect for such transit through either the Sumner tunnel or Callahan tunnel for such vehicles on August 10, 1995.

7.03: continued

(9) ETC Requirement - Two Axle Commercial Vehicles and Common Carriers.

(a) Two Axle Commercial Vehicles. All Two Axle Commercial Vehicles, as defined in 730 CMR 7.02, operating through the Sumner Tunnel and/or the Ted Williams Tunnel in Boston, Massachusetts, shall be equipped with an electronic toll collection (ETC) device, as described within the provisions of 730 CMR 7.04, for the payment of the required toll in accordance with the appropriate vehicle classification contained in 730 CMR 7.03(9)(a). All such Two Axle Commercial Vehicles are required to enter and exit all toll plazas through a designated ETC toll lane when passing through the toll interchanges located at the Sumner Tunnel and Ted Williams Tunnels. Any use of a manual lane by such a Two Axle Commercial Vehicle at the toll interchanges located at the Sumner Tunnel and/or the Ted Williams Tunnels is prohibited.

(b) Common Carriers. All Common Carriers, as defined in M.G.L. c. 159A, operating on any way under the jurisdiction of the Authority for which operation said Common Carrier must obtain a Common Carrier License from the Authority in accordance with M.G.L. c. 159A, shall be equipped with an electronic toll collection (ETC) device, as described within the provisions of 730 CMR 7.04, for the payment of the required toll in accordance with the appropriate vehicle classification contained in 730 CMR 7.03(9)(b). All such Common Carriers are required to enter and exit all toll plazas through a designated ETC toll lane when passing through any toll interchange under the Authority's jurisdiction. Any use of a manual lane by such a Common Carrier is prohibited.

(10) Unauthorized Use of a Manual Toll Lane.

(a) Unauthorized Use of a Manual Toll Lane by Any Vehicle. Failure of any vehicle to pay a toll when passing through a manual cash lane on a way as to which the Authority assesses a toll, shall be considered Unauthorized Use of a Manual Toll Lane, which is a violation of 730 CMR 7.00 subject to a penalty as defined in 730 CMR 7.12(3)(a) and subject to enforcement in accordance with 730 CMR 7.03(12).

(b) Unauthorized Use of a Manual Toll Lane by a Two Axle Commercial Vehicle. Failure to comply with the provisions of 730 CMR 7.03(9)(a) shall be considered Unauthorized use of a Manual Toll Lane, which is a violation of these regulations, subject to a penalty as defined in 730 CMR 7.12(3)(a) and subject to enforcement in accordance with 730 CMR 7.03(12).

(c) Unauthorized Use of a Manual Toll Lane by a Common Carrier. Failure to comply with the provisions of 730 CMR 7.03(9)(b) shall be considered Unauthorized use of a Manual Toll Lane, which is a violation of 730 CMR 7.00, subject to a penalty as defined in 730 CMR 7.12(3)(a) and subject to enforcement in accordance with 730 CMR 7.03(12).

(11) Prima Facie Responsibility for Stolen Vehicle. The registered owner of any vehicle violating the provisions of 730 CMR 7.03 is prima facie responsible for the payment of the fines or penalties that the Authority assesses in accordance with 730 CMR 7.12(3)(a) with respect to a violation of 730 CMR 7.03, unless the registered owner has reported in a timely manner to a police agency that the violating vehicle has been stolen, and the violating vehicle remained stolen at the time of the violation of 730 CMR 7.03.

(12) Manual Toll Lanes - Violation Enforcement System.

(a) Enforcement. A violation clerk may enforce the provisions of 730 CMR 7.03.

(b) Designation of Violation Clerks. The Authority may, from time to time, designate one or more violation clerks to perform the functions specified in 730 CMR 7.03(12)(c) at the pleasure of the Authority and for such finite or indefinite period as the Authority deems desirable.

(c) Functions of the Violation Clerks. The violation clerks may record and collect data to identify a violating vehicle and certify that such a violation occurred. The violation clerks supervise and coordinate the processing of violation notices in accordance with 730 CMR 7.03(12)(a). The violation clerks may, subject to the fiscal and managerial approval and oversight of the Authority, hire or designate such personnel and organize such divisions as the violation clerks may deem necessary, or contract for such services, in order to carry out the provisions of 730 CMR 7.03(12)(c).

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(d) Content of Violation Notice.

1. Information Regarding the Specific Offense. A violation notice includes, but is not limited to, the following information: the registration number and state of issuance of the registration number of the vehicle involved; the name of the registered owner of the vehicle; the type and color of the vehicle; the date, time and place of the violation; the specific violation charged by reference to the appropriate entry in 730 CMR 7.00: Table 10; the applicable fines or penalties that the Authority has established; an identifier for the Authority's designated representative who is certifying that the violation occurred; and the number of the violation clerk authorized to enforce the provisions of 730 CMR 7.03; and such other information as the Authority may deem appropriate.

2. Notice of Requirement to Respond. A violation notice states that the registered owner must pay the fine stated in the violation notice or appeal the violation within 60 calendar days after the date of the issuance of the violation notice and describes the means and content of the response for payment or appeal.

(e) Issuance of Violation Notice.

1. Delivery of Violation Notice. A violation clerk issues and certifies the violation notice and sends the violation notice as soon as practicable by first class mail to the registered owner of the vehicle at the address of the registrant on record with the Massachusetts Registry of Motor Vehicles, or, in the case of a motor vehicle registered under the laws of another state or jurisdiction, at the address of the registrant on record with the official in the state or other jurisdiction having charge of the registration of the vehicle.

2. Prima Facie Evidence of Notice. Delivery by first class mail of a copy of the violation notice as specified in 730 CMR 7.03(12)(e)1. is sufficient notice of the violation. Certification of the violation notice by a violation clerk and/or the Authority's designated representative is prima facie evidence of the facts contained therein and is admissible in any administrative or judicial proceeding to adjudicate the liability for the violation. The violation clerks shall maintain a docket of all copies of violation notices.

(f) Payment or Appeal of Violation Notice. Within 60 calendar days after the date of the issuance of the violation notice, the registered owner to whom the violation notice is issued must make one of the following responses: pay the fine as provided by 730 CMR 7.03(12)(f)1.; send a written dispute by mail as provided by 730 CMR 7.03(12)(f)2.; or request a hearing as provided by 730 CMR 7.03(12)(f)3.

1. Payment of Fine. The registered owner shall pay the fine as specified in the violation notice.

2. Appeal by Mail. The registered owner may, without waiving the right to a hearing before a violation clerk as provided by 730 CMR 7.03(12)(f)3., and also without waiving judicial review as provided by M.G.L. c. 30A, § 14, appeal a violation notice and receive a review and disposition of the violation from a violation clerk by mail. The appeal by mail must contain a signed statement from the registered owner explaining the basis for the appeal. The signed statement may be accompanied by signed statements from witnesses, police officers, government officials, or other relevant parties or photographs, diagrams, maps or other relevant documents that the registered owner determines to submit. Statements or materials sent to a violation clerk for review must have attached to them the name and address of the registered owner as well as the number of the violation notice and the date of the violation. All information submitted by the registered owner becomes part of the violation record. The violation clerk shall, within 60 days of receipt of such material, review the material and dismiss or uphold the violation and notify the registered owner of the disposition of the hearing in writing by mail. If the appeal by mail is denied, the violation clerk shall explain the reasons for the determination. The review and disposition handled by mail is informal, the rules of evidence do not apply, and the decision of the violation clerk is final subject to the hearing provisions provided by 730 CMR 7.03(12)(f), and to judicial review as provided by M.G.L. c. 30A, § 14.

7.03: continued

3. Request for Hearing. Consistent with the provisions of M.G.L. c. 30A, a person issued a violation notice may make a written request for an appeal hearing before a violation clerk designated by the Authority. The violation clerk then notifies the registered owner in writing by first class mail of the date, time, and place of the hearing. The hearing is informal, the rules of evidence do not apply, and the decision of the violation clerk is final, subject to judicial review as provided by M.G.L. c. 30A, § 14. Parties are notified in person or by mail of the decision following the hearing. Each written appeal decision contains a statement of reasons for the decision including a determination of each issue of fact necessary to the decision. Failure to appear at the date, time, and place specified on the hearing notice automatically results in the denial of the appeal.

4. The provisions of 730 CMR 7.03(12) do not apply to Uniform Traffic Citations issued by Massachusetts State Police officers pursuant to M.G.L. c. 90C. In accordance with the provisions of M.G.L. c. 81A, § 4(k), a violation of the Authority's regulations that results in the issuance of a Uniform Traffic Citation by a Massachusetts State Police officer under M.G.L. c. 90C, is subject to the procedures that M.G.L. c. 90C provides.

(g) Failure to Comply. Failure to comply with the requirements of 730 CMR 7.03(12)(f) shall result in the following sanctions against the registered owner.

1. Additional Fines or Penalties. The Authority assesses the following additional fines or penalties for late payment, failure to pay, or for otherwise failing to respond to a violation notice as provided by 730 CMR 7.03(12)(f).

(i) Failure to Respond Within 60 Days After the Date of Issuance of a Violation Notice. A registered owner who fails to pay the fine specified in a violation notice or who fails to appeal a violation notice as provided by 730 CMR 7.03(12)(f) within 60 calendar days after the date of the issuance of the violation notice shall pay an additional penalty of $40.00. The violation clerk notifies the registered owner by first class mail of this notice of liability and, in addition, notifies the Registrar of Motor Vehicles who shall place the matter on record and, upon receipt of a notice of liability, the Registrar shall not renew the registered owner's license to operate the vehicle or the registration of the vehicle until after notice from the violation clerk that all such matters have been disposed of in accordance with applicable law or regulation. If the registered owner is a resident of another state or jurisdiction, the Registrar shall revoke the registered owner's right to operate in the Commonwealth until the matter has been disposed of in accordance with applicable law or regulation.

2. Civil or Criminal Action. The Authority may pursue such civil or criminal action as it deems appropriate to collect the fine initially assessed in the violation notice as well as such additional fines or penalties as the Authority may assess in accordance with 730 CMR 7.03(12)(g)1.

(13) System Enforcement. Any violation notice based in whole or in part upon the written certification by the Authority's designated representative for the purposes of recording such a violation, upon inspection of any photograph or other recorded image, and/or a violation clerk shall be prima facie evidence of the facts contained therein and shall be admissible in any administrative or judicial proceeding to adjudicate the liability for such violation. Nothing herein shall require a violation to be recorded by photographic or other recorded means, but a violation may be based in whole upon the written certification of the Authority's designated representative that such violation has occurred.

7.04: Electronic Toll Collection (ETC)

(1) Use of the ETC System. The Authority establishes the terms and conditions governing the use of an ETC system and requires that account holders accept these terms and conditions.

(a) Unauthorized Use. No person may use the Authority's ETC system or possess an electronic device that the Authority issues for use with its ETC system unless:

The electronic device is properly programmed to assess the appropriate toll charge that the Authority determines is appropriate from time to time for the classification of the vehicle that is using the ETC system (i.e. commercial versus passenger vehicles), in accordance with the classification for that vehicle designated by the Massachusetts Registry of Motor Vehicles and in accordance with the vehicle classifications enumerated in 730 CMR 7.03; and

7.04: continued

1. the person is duly registered with the Authority as a current account holder;
2. the person is operating an authorized ETC-equipped motor vehicle with the permission of the account holder of the ETC-equipped motor vehicle; or
3. the person is using an electronic device of an electronic toll collection system of another jurisdiction that the Authority accepts for use in its ETC system.

(b) Restricted Access. A motor vehicle that is not an authorized ETC-equipped motor vehicle may not pass through a dedicated ETC toll lane. A motor vehicle that is not an authorized ETC-equipped motor vehicle may pass through an ETC toll lane where there are means existing in the lane other than an ETC system for the collection of the appropriate toll and the operator of the motor vehicle pays the toll, except as 730 CMR 7.03(9) provides with respect to two axle commercial vehicles and Common Carriers.

(c) ETC Device Programming and Vehicle Classification. The owner of any vehicle using the ETC system shall be responsible for ensuring that the electronic device used for the ETC system is appropriately programmed to assess the appropriate toll amount for the classification of the vehicle that is using the ETC system, in accordance with the classification for that vehicle designated by the Massachusetts Registry of Motor Vehicles and in accordance with the vehicle classifications enumerated in 730 CMR 7.03. Any failure to comply with this provision is considered toll evasion and unauthorized use of the ETC system.

(2) Assessment of Toll. An ETC-equipped motor vehicle that passes through an ETC toll lane incurs a toll in accordance with 730 CMR 7.03(1). The Authority assesses the appropriate toll charge against the corresponding account holder.

(3) Evasion of Toll by Device or Method. No person may use or attempt to use any device or method, the intended result of which is the inability of an ETC system to assess or collect the toll due under 730 CMR 7.03 or the non-payment of the toll.

(4) Prima Facie Responsibility.

(a) Stolen Vehicle. The registered owner is prima facie responsible for the payment of the fines and penalties that the Authority assesses in accordance with 730 CMR 7.12(3)(a) with respect to a violation of 730 CMR 7.04, unless the registered owner has reported in a timely manner to a police agency that the violating vehicle has been stolen, and the violating vehicle remained stolen at the time of the violation of 730 CMR 7.04.

(b) Stolen ETC Device. The Account Holder to which an ETC device is assigned is prima facie responsible for the payment of the toll charges and fees associated with the use of that ETC device, unless the Account Holder has reported in a timely manner to the Authority that the ETC device has been stolen, and the ETC device remained stolen at the time that the toll charges, fees, fines, and penalties were incurred.

(5) ETC Toll Lanes - Violation Enforcement System.

(a) Enforcement. A violation clerk may enforce the provisions of 730 CMR 7.04.

(b) Designation of Violation Clerks. The Authority may designate one or more violation clerks to perform the functions specified in 730 CMR 7.04(5)(c) at the pleasure of the Authority and for such finite or indefinite period as the Authority deems desirable.

(c) Functions of the Violation Clerks. The violation clerks supervise and coordinate the processing of violation notices in accordance with 730 CMR 7.04(5)(a). The violation clerks may, subject to the fiscal and managerial approval and oversight of the Authority, hire or designate such personnel and organize such divisions as the violation clerks may deem necessary, or contract for such services, in order to carry out the provisions of 730 CMR 7.04(5)(c).

(d) Content of Violation Notice.

1. Information Regarding the Specific Offense. A violation notice includes, but is not limited to, the following information: the registration number and state of issuance of the registration number of the vehicle involved; the name of the registered owner of the vehicle; the type and color of the vehicle; the date, time and place of the violation; the specific violation charged by reference to the appropriate entry in 730 CMR 7.00: Table 10; the applicable fines or penalties that the Authority has established; the identification number of the violation clerk authorized to enforce the provisions of 730 CMR 7.04; and such other information as the Authority may deem appropriate.

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2. Notice of Requirement to Respond. A violation notice states that the registered owner must pay the fine stated in the violation notice or appeal the violation within 60 calendar days after the date of the issuance of the violation notice and describes the means and content of the response for payment or appeal.

(e) Issuance of Violation Notice.

1. Delivery of Violation Notice. A violation clerk issues and certifies the violation notice and sends the violation notice as soon as practicable by first class mail to the registered owner of the vehicle at the address of the registrant on record with the Massachusetts Registry of Motor Vehicles, or, in the case of a motor vehicle registered under the laws of another state or jurisdiction, at the address of the registrant on record with the official in the state or other jurisdiction having charge of the registration of the vehicle.

2. Prima Facie Evidence of Notice. Delivery by first class mail of a copy of the violation notice as specified in 730 CMR 7.04(5)(e)1. is sufficient notice of the violation. Certification of the violation notice by a violation clerk is prima facie evidence of the facts contained therein and is admissible in any administrative or judicial proceeding to adjudicate the liability for the violation. The violation clerks shall maintain a docket of all copies of violation notices.

(f) Payment or Appeal of Violation Notice. Within 60 calendar days after the date of the issuance of the violation notice, the registered owner to whom the violation notice is issued must make one of the following responses: pay the fine as provided by 730 CMR 7.04(5)(f)1.; send a written dispute by mail as provided by 730 CMR 7.04(5)(f)2.; or request a hearing as provided by 730 CMR 7.04(5)(f)3.

1. Payment of Fine. The registered owner shall pay the fine as specified in the violation notice.

2. Appeal by Mail. The registered owner may, without waiving the right to a hearing before a violation clerk as provided by 730 CMR 7.04(5)(f)3., and also without waiving judicial review as provided by M.G.L. c. 30A, § 14, appeal a violation notice and receive a review and disposition of the violation from a violation clerk by mail. The appeal by mail must contain a signed statement from the registered owner explaining the basis for the appeal. The signed statement may be accompanied by signed statements from witnesses, police officers, government officials, or other relevant parties or photographs, diagrams, maps or other relevant documents that the registered owner determines to submit. Statements or materials sent to a violation clerk for review must have attached to them the name and address of the registered owner as well as the number of the violation notice and the date of the violation. All information submitted by the registered owner becomes part of the violation record. The violation clerk shall, within 60 days of receipt of such material, review the material and dismiss or uphold the violation and notify the registered owner of the disposition of the hearing in writing by mail. If the appeal by mail is denied, the violation clerk shall explain the reasons for the determination. The review and disposition handled by mail is informal, the rules of evidence do not apply, and the decision of the violation clerk is final subject to the hearing provisions provided by 730 CMR 7.04(5)(f)(3) and to judicial review as provided by M.G.L. c. 30A, § 14.

3. Request for Hearing. Consistent with the provisions of M.G.L. c. 30A, a person issued a violation notice may make a written request for an appeal hearing before a violation clerk designated by the Authority. The violation clerk then notifies the registered owner in writing by first class mail of the date, time, and place of the hearing. The hearing is informal, the rules of evidence do not apply, and the decision of the violation clerk is final, subject to judicial review as provided by M.G.L. c. 30A, § 14. Parties are notified in person or by mail of the decision following the hearing. Each written appeal decision contains a statement of reasons for the decision including a determination of each issue of fact necessary to the decision. Failure to appear at the date, time, and place specified on the hearing notice automatically results in the denial of the appeal.

4. The provisions of 730 CMR 7.04(5) do not apply to Uniform Traffic Citations issued by Massachusetts State Police officers pursuant to M.G.L. c. 90C. In accordance with the provisions of M.G.L. c. 81A, § 4(k), a violation of the Authority's regulations that results in the issuance of a Uniform Traffic Citation by a Massachusetts State Police officer under M.G.L. c. 90C, is subject to the procedures that M.G.L. c. 90C provides.

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(g) Failure to Comply. Failure to comply with the requirements of 730 CMR 7.04(5)(f) shall result in the following sanctions against the registered owner.

1. Additional Fines or Penalties. The Authority assesses the following additional fines or penalties for late payment, failure to pay, or for otherwise failing to respond to a violation notice as provided by 730 CMR 7.04(5)(f).

Failure to Respond Within 60 Days After the Date of Issuance of a Violation Notice. A registered owner who fails to pay the fine specified in a violation notice or who fails to appeal a violation notice as provided by 730 CMR 7.04(5)(f) within 60 calendar days after the date of the issuance of the violation notice shall pay an additional penalty of $40.00. The violation clerk notifies the registered owner by first class mail of this notice of liability and, in addition, notifies the Registrar of Motor Vehicles who shall place the matter on record and, upon receipt of a notice of liability, the Registrar shall not renew the registered owner's license to operate the vehicle or the registration of the vehicle until after notice from the violation clerk that all such matters have been disposed of in accordance with applicable law or regulation. If the registered owner is a resident of another state or jurisdiction, the Registrar shall revoke the registered owner's right to operate in the Commonwealth until the matter has been disposed of in accordance with applicable law or regulation.

2. Civil or Criminal Action. The Authority may pursue such civil or criminal action as it deems appropriate to collect the fine initially assessed in the violation notice as well as such additional fines or penalties as the Authority may assess in accordance with 730 CMR 7.04(5)(g)1.

(6) Confidentiality of Records. In accordance with M.G.L. c. 81A, § 10, the Authority shall maintain the confidentiality of all information including, but not limited to, photographs or other recorded images and credit and account data relative to account holders who participate in its ETC system.

(7) System Maintenance and Enforcement. Any electronic or other automated system of toll collection used by the Authority is regularly tested and maintained to promote accurate and efficient determinations as to payment or evasion of tolls. Any violation notice based in whole or in part upon inspection of any photograph or other recorded image of a motor vehicle and the written certification by a violation clerk shall be prima facie evidence of the facts contained therein and shall be admissible in any administrative or judicial proceeding to adjudicate the liability for such violation.

7.05: Limitations on Use of Ways

(1) One-way Restriction. Lanes on a way are used for one-way traffic unless a sign specifically indicates that two-way traffic is permitted. An operator of a motor vehicle may not travel on a way contrary to the direction indicated or intended for travel unless a Massachusetts State Police officer or a sign directs the operator to do so.

(2) Use of the Callahan Tunnel and the Sumner Tunnel. An operator of a motor vehicle traveling from Boston to East Boston shall use the Callahan Tunnel and an operator of a motor vehicle traveling from East Boston to Boston shall use the Sumner Tunnel unless a toll collector, a Massachusetts State Police officer, or a sign directs the operator otherwise.

(3) Entry To and Exit From a Way. An operator may not cause a vehicle to enter or leave a way except through an interchange or other authorized point of entry or exit or at the direction of a toll collector or Massachusetts State Police officer.

(4) Use of the Ted Williams Tunnel. (Repealed)*

* Note: 730 CMR 7.05(4) has been deleted as the Ted Williams Tunnel is no longer restricted and is open for general traffic use.

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(5) Prohibited Entry to or Use of a Way. The Authority prohibits the following vehicles from entering or using a way:

(a) Improperly Seated. A vehicle carrying an individual who is not properly seated within the confines of the vehicle.
(b) Flat or Inadequate Tire. A vehicle with a flat, bald, unduly or unevenly worn, solid, or metal tire mounted on a wheel in contact with the roadway surface or with a tire mounted on a wheel in contact with the roadway surface that poses a risk to individuals or property or may render the use of the way unsafe by disintegrating or partially disintegrating during travel and distributing tire debris upon the way.
(c) Obstructed Window. A motor vehicle having a window or windshield obstructed in a manner prohibited by M.G.L. c. 90, § 9D.
(d) Propelled by Muscle Power. A vehicle propelled by muscle power, including without limitation a bicycle or a vehicle drawn by a horse or other animal, or a motorized bicycle or moped.
(e) Construction and Similar Equipment. A vehicle in contact with a way that has caterpillar treads or that is a type of construction, agricultural, or similar equipment not designed for or employed in general highway travel, whether designed to be self-propelled or towed.
(f) Falling Debris. A vehicle upon or in which snow, ice, or other unsecured or improperly secured article or material (debris) has gathered or been placed such that the debris may fall from the vehicle and endanger individuals or property or render the use of the way unsafe.
(g) Inadequate Brakes. A vehicle with inadequate brakes.
(h) Over-weight Vehicle. An over-weight vehicle, except under, and in accordance with the terms of, a special permit that the Authority issues pursuant to 730 CMR 7.06(3)(b) or 730 CMR 7.06(3)(c).
(i) Over-size Vehicle. An over-size vehicle, except under, and in accordance with the terms of, a special permit that the Authority issues pursuant to 730 CMR 7.06(4)(b) or 730 CMR 7.06(4)(c).
(j) Propelled by a Special Fuel in the Tunnels. A vehicle propelled by a special fuel while traveling in the Tunnels, except a vehicle propelled by compressed natural gas, provided the tunnel exhaust fans are in operation, and so long as the vehicle has a maximum fuel capacity consistent with safe practice and national standards, including Federal Motor Vehicle Safety Standards #303 and #304, and is equipped with excess flow valves for fuel lines with an inner diameter larger than 1/2 ?, and is identified by a blue-and-white diamond decal attached as specified in NFPA 52, and is not used to transport compressed natural gas.
(k) Carrying an Explosive. A vehicle carrying an explosive except pursuant to a special permit for explosives that the Authority issues in accordance with 730 CMR 7.06(5).
(l) Carrying a Special Fuel. A vehicle, however propelled and whether or not carrying a special fuel, used to carry a special fuel, except under a special fuel transportation permit that the Authority issues pursuant to 730 CMR 7.06(6).
(m) Carrying a Hazardous Material. A vehicle carrying a hazardous material except as 730 CMR 7.10 permits; provided that a vehicle may carry individual packages containing non-hazardous materials and carbon dioxide in solid or dry ice form for refrigeration purposes.
(n) Vehicles Posing Special Risks in Tunnels. A tandem unit except as 730 CMR 7.06(3)(c)4. permits; a vehicle carrying bulk liquid of any kind; a passenger vehicle or commercial vehicle carrying cargo which may pose a risk to public safety; a passenger vehicle or commercial vehicle used for carrying any amount of hazardous materials; a passenger vehicle or commercial vehicle carrying hazardous materials in the form of consumer goods (consumer goods are those goods used or bought primarily for use by individuals for personal, family or household purposes); an empty tank vehicle or a vehicle transporting empty containers which were last used for the transportation of hazardous materials. Hazardous materials is defined and listed in 49 CFR Chapter 1, Subchapter C.
(o) Other Prohibited Vehicles. A vehicle emitting an offensive or obnoxious odor; a vehicle emitting an excessive amount of smoke; or a vehicle towed by chain, rope, or other non-rigid device.

(6) Pedestrians and Animals. No pedestrian may enter or use a way, and no person may allow a horse or other animal not properly contained in an appropriate vehicle to enter or use a way.

7.05: continued

(7) Aircraft. Aircraft are prohibited from landing on a way except in an emergency. No aircraft may take-off in flight from any portion of a way except with the written approval of the Chief Engineer. Removal of an aircraft from a way by means other than take-off in flight requires the approval of the Massachusetts State Police.

(8) Hitchhiking and Loitering. No individual may engage in the solicitation of a ride, commonly known as "hitchhiking," on a way. An individual who, for the purpose of soliciting a ride on a way, displays a sign, signals a moving vehicle, causes the stopping of a vehicle, or stands on property of the Authority in view of a ramp or roadway of a way, may be arrested without a warrant. No person may loiter in or about a way for the purpose of "hitchhiking" or for any other purpose.

(9) Commercial Activity - Solicitation of Funds. No person may carry on any commercial activity, except the transportation of individuals or property, without the written permission of, or unless under contract with, the Authority. No person may post, distribute, or display signs, advertisements, circulars, or printed or written matter without the written permission of the Authority. No person may solicit funds for any purpose without the written permission of the Authority.

7.06: Special Limitations and Issuance of Special Permits

(1) Scope and Organization.

(a) Overweight Vehicles; Over-Size Vehicles; Small Tandem Units; and Vehicles Carrying Reducible Loads, Explosives, and Special Fuel. 730 CMR 7.06 establishes limitations on use and provides for special permits with respect to: over-weight vehicles, 730 CMR 7.06(3); vehicles carrying reducible loads, 730 CMR 7.06(3); small tandem units, 730 CMR 7.06(3)(c)4.; over-size vehicles, 730 CMR 7.06(4); vehicles carrying explosives, 730 CMR 7.06(5); and vehicles carrying a special fuel, 730 CMR 7.06(6).

(b) Applicability to Large Tandem Units. The provisions of 730 CMR 7.06 apply to large tandem units except that 730 CMR 7.07(3) and 730 CMR 7.07(4) governing length and weight limitations, respectively, applicable to large tandem units, supersede any conflicting provisions of 730 CMR 7.06.

(2) Practices and Procedures Regarding Special Permits.

(a) Application to the Authority. An owner or operator (applicant) may apply to the Authority for a special permit on a written form (application) that the Authority provides for this purpose. The Chief Engineer may approve an application on those terms or conditions, if any, as the Chief Engineer determines are consistent with the safe and efficient operation of the way over which permission to travel is sought. The Authority accepts applications mailed or delivered to the office of the Chief Engineer and may, at its discretion, accept applications by facsimile transmission.

(b) Payment of Fees. An applicant must pay the fees that are specified in the application. The Authority specifies on the application the time and manner of payment.

(c) Approval or Disapproval. The Authority notifies the applicant of the approval or disapproval of the application as soon as is reasonably practicable and in a manner specified on the application.

(d) Discretion of the Authority. The Authority may at any time decline to issue, with or without a prior hearing as it determines, any special permit. The Authority may at any time suspend or revoke a special permit. The Authority provides a hearing with respect to any such decision in the manner and to the extent required by law.

(e) Effect of Misrepresentation. A material misrepresentation as to the weight or the dimensions of a vehicle or its load, or the nature of the load, that an applicant or the applicant's agent, employee, or lessee makes to the Authority voids the special permit under which the vehicle is operating. A Massachusetts State Police officer or an authorized employee of the Authority may verify at any time the weight, dimensions, or load of a vehicle.

(f) Not Transferable. A special permit is valid only for the vehicle or vehicles that the Authority approves in the special permit and is not transferable to another vehicle.

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(g) Emergency Suspension. The Authority, acting by the responsible commanding officer of the Massachusetts State Police or, in the absence of the commanding officer, the officer's designee, may suspend the use of a special permit when road or weather conditions or the volume of traffic warrant doing so, as the commanding officer or designee determines.

(h) Restrictions on Irreducible Load Permits. An irreducible load permit is valid for a trip in one direction through one of the Tunnels or between specified interchanges on the Turnpike unless the permit specifies otherwise. The Authority may restrict travel under an irreducible load permit to specified days or hours. The Authority ordinarily does not issue an irreducible load permit for travel in the Sumner Tunnel or the Ted Williams Tunnel in the direction away from Logan Airport between 7:00 A.M. and 10:00 A.M. or in the Callahan Tunnel or Ted Williams Tunnel in the direction toward Logan airport between 3:00 P.M. and 7:00 P.M. The Authority ordinarily does not issue an irreducible load permit for travel on the Turnpike between Interchange 11A in Westborough and Interchange 24 in Boston eastbound between 7:00 A.M. and 10:00 A.M. or westbound between 3:00 P.M. and 7:00 P.M.

(i) No Representation. The Authority's issuance of a special permit does not constitute a representation by the Authority of the adequacy of the way to support or accommodate the passage of a special permit vehicle with its load.

(j) Applicant's Responsibility. An applicant is responsible for injury to, or the death of, individuals and for damage to the Authority or public or private property resulting directly or indirectly from the presence on a way of a special permit vehicle or its operation by the applicant, whether owner or lessee, or by the applicant's agents, employees, or contractors. By applying for and using a special permit, an applicant agrees to save the Authority, its members, officers, and employees harmless from liability for any such injury, death, or damage. The Authority requires that an applicant agree to indemnify the Authority against damage or injury resulting from the operation of the special permit vehicle on the way and to maintain such insurance as the Authority considers appropriate as specified in the application. By submitting an application for a special permit, an applicant agrees to these requirements and certifies that the required insurance is in force.

(k) Demonstration of Need for Irreducible Load Permit. An applicant for an irreducible load permit must demonstrate the number of work hours required to dismantle the load.

(l) Circumstances Under Which A Special Permit Is Not Issued. The Authority does not issue a special permit with respect to weight, and a vehicle may not use a way, if the vehicle weight exceeds the gross vehicle weight rating or the gross weight for which the vehicle is registered, except that the Authority may issue a special permit for a vehicle having a vehicle weight in excess of its registered gross weight if it is owned or leased by a carrier that is not domiciled in the Commonwealth of Massachusetts.

(m) Tandem Units Not Permitted in the Tunnels. Except as provided in 730 CMR 7.06(3)(c)4. and notwithstanding any other provision of 730 CMR 7.06 to the contrary, tandem units are not permitted in the Tunnels.

(3) Limitations on Weight.

(a) Circumstances Under Which No Special Permit Is Required. A vehicle does not require a special permit with respect to its weight if the vehicle weight does not exceed the maximum vehicle weight indicated in 730 CMR 7.00: Table 2 for a vehicle of its type, except that a special permit may nonetheless be required in accordance with the provisions of 730 CMR 7.06(3)(b)2. or 3. A vehicle may not use a way if its vehicle weight does not conform to the requirements of 730 CMR 7.06.

TABLE 2

Type of Vehicle	Maximum Vehicle Weight
Motor Vehicle with two axles	46,000 lbs.
Vehicle or vehicle combination with three axles	73,000 lbs.
Vehicle or vehicle combination with four or more axles	87,000 lbs.
Vehicle or vehicle combination with five or more axles	99,000 lbs.

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(b) Circumstances Under Which A Special Permit Is Required. A motor vehicle, vehicle, or vehicle combination requires a special permit if:

1. the vehicle weight exceeds the maximum vehicle weight as indicated in 730 CMR 7.00: Table 2; or

2. the weight on any axle, measured at the ground, exceeds the maximum weight indicated in 730 CMR 7.00: Table 3 for the applicable spacing between axles of the vehicle;

TABLE 3

Axle Spacing	Maximum Weight
A single axle or axles spaced less than six feet apart	18,000 lbs.
Axles spaced six feet or more apart	22,400 lbs.

or,

3. the overall gross weight on a group of two or more consecutive axles exceeds 80,000 pounds or the value of "W" produced by application of the Bridge Gross Weight Formula, whichever is less, except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each, provided that the overall distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more.

Bridge Gross Weight Formula:

$W = 500 (LN/N-1 + 12N + 36)$

where:

"W" represents the overall gross weight in pounds on any group of two or more consecutive Axles to the nearest 500 pounds,

"L" represents the distance in feet between the extreme of any group of two or more consecutive Axles, and

"N" represents the number of Axles in the group under consideration.

(c) Types of Special Permits Issued (Over-weight and Small Tandem Units). The Authority issues special permits for over-weight vehicles in accordance with the following provisions:

1. Irreducible Load Permit. The Authority may issue an irreducible load permit for over-weight vehicles in accordance with the procedures and subject to the terms of 730 CMR 7.06(2) and subject to 730 CMR 7.06(2)(1) for vehicles weighing more than the maximum vehicle weight indicated in 730 CMR 7.00: Table 2, upon the approval of the Chief Engineer. The fee for an irreducible load permit is $350.00 and is in addition to the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1). In the case of multiple trips of a single vehicle or a convoy of vehicles, the fee of $350.00 represents the total fee due up to a maximum number of trips of two or more as determined by the Chief Engineer, provided that the applicant specifies on the application referred to in 730 CMR 7.06(2)(a) the number of anticipated multiple trips, the time period in which they will be completed, and other information that the application or the Chief Engineer require.

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2. Use of the Ted Williams Tunnel, Including the South Boston Bypass Road. A vehicle weighing more than the maximum vehicle weight indicated in 730 CMR 7.00: Table 2 does not require an irreducible load permit for use of the Ted Williams Tunnel, including the South Boston Bypass Road, provided that the commissioner of highways has issued an annual permit for construction equipment for the vehicle, allowing the vehicle to operate at a vehicle weight greater than that indicated in 730 CMR 7.00: Table 2. An original annual permit for construction equipment issued by the commissioner of highways must be kept in an accessible place in the vehicle for which it was issued and must be presented to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand. The operator of the vehicle is responsible for the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1).

3. Reducible Load Permit. The Authority issues a reducible load permit in accordance with the procedures and subject to the terms of 730 CMR 7.06(2) and subject to 730 CMR 7.06(2)(1) for vehicles weighing not more than the maximum vehicle weight indicated in 730 CMR 7.00: Table 4, provided that the commissioner of highways has issued a reducible load permit for the vehicle in accordance with M.G.L. c. 85, § 30A, allowing the vehicle to operate at a vehicle weight not greater than that indicated in 730 CMR 7.00: Table 4.

TABLE 4

Type of Vehicle	Maximum Vehicle Weight
Vehicle or vehicle combination with three axles	73,000 lbs.
Vehicle or vehicle combination with four axles	87,000 lbs.
Vehicle or vehicle combination with five or more axles	99,000 lbs.

A reducible load permit issued to an owner or lessee may be used in connection with the operation over a way of that vehicle of that owner or lessee for which a valid reducible load permit has been issued by the commissioner of highways and that displays a valid sticker issued by the registrar of motor vehicles in accordance with M.G.L. c. 90, § 19D. An original reducible load permit must be kept in an accessible place in the vehicle for which it was issued and must be presented along with the permit issued by the commissioner of highways in accordance with M.G.L. c. 85, § 30A, to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand. A copy of the original is not an acceptable substitute. In enforcing compliance with 730 CMR 7.06(3)(c)2. the Authority provides an allowance of 5% above the maximum vehicle weights specified in 730 CMR 7.00: Table 4, rounded to the nearest 500 pounds. For example, a vehicle with five or more axles is deemed to be in compliance with the weight requirement of its reducible load permit provided that the vehicle and its load weighs not more than 105% of 99,000 pounds or 104,000 pounds.

The non-refundable fee for a reducible load permit is 25% of the annual fee paid to the registrar of motor vehicles for the sticker issued to the vehicle in accordance with M.G.L. c. 90, § 19D. This non-refundable fee is due annually to the Authority. Upon application and payment of this fee, the Authority issues the number of reducible load permits as the owner or lessee may request for the vehicles of the owner or lessee with valid reducible load permits issued by the commissioner of highways pursuant to M.G.L. c. 85, § 30A. The fee for a reducible load permit is in addition to the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1).

If the gross weight specified in the reducible load permit in the possession of the operator differs from the gross weight specified in the reducible load permit for the vehicle issued by the commissioner of highways in accordance with M.G.L. c. 85, § 30A, the Authority uses the lesser gross weight to determine the operator's, owner's, or lessee's liability for penalties as provided in 730 CMR 7.12(3)(c).

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4. Annual Special Small Tandem Unit Permit. The Authority may issue a special permit for small tandem units in accordance with the procedures and subject to the terms of 730 CMR 7.06(2). An operator may operate a small tandem unit in the Prudential Tunnel and portions of the Seaport Access Tunnel (I-90 Connector Tunnel) in accordance with the conditions contained in said permit, only if the Authority has issued a small tandem unit permit or any renewal thereof pursuant to 730 CMR 7.06 and the permit and any renewal thereof has not expired or been revoked.

The fee for a small tandem unit permit is $300.00 per vehicle annually. The fee is in addition to the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1). The permit will be effective for 365 days, unless otherwise revoked by the Authority.

An original annual permit for small tandem units must be kept in an accessible place in the vehicle for which it was issued and must be presented to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand. The operator of the vehicle is responsible for the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1).

(4) Limitations on Size.

(a) Circumstances Under Which No Special Permit Is Required. A vehicle does not require a special permit with respect to its size if the vehicle does not exceed any of the applicable maximum dimensions specified in 730 CMR 7.06(4)(a)1., 2., or 3.

1. Width. The vehicle width is no greater than eight feet, six inches for use of the Tunnels and the vehicle width is no greater than thirteen feet for use of a way other than the Tunnels.
2. Height. The vehicle height is no greater than the maximum vehicle height for the way upon which the vehicle is traveling as indicated in 730 CMR 7.00: Table 5.

TABLE 5

Way	Maximum Vehicle Height
Turnpike	13 feet 6 inches
Ted Williams Tunnel	13 feet 6 inches
Callahan Tunnel	12 feet 6 inches
Sumner Tunnel	12 feet 6 inches
Thomas P. O'Neill, Jr., Tunnel	13 feet 6 inches
Prudential Tunnel	13 feet 6 inches
CANA (City Square) Tunnels	13 feet 6 inches
Other Way Not Listed Above	13 feet 6 inches

2. Length. For use of the Tunnels, the vehicle length is no greater than the maximum vehicle length for a vehicle of its type as indicated in 730 CMR 7.00: Table 6 and, in the case of a tandem unit operating on a way, as indicated in Note 4 to 730 CMR 7.00: Table 6. For use of a way other than the Tunnels, the vehicle length is no greater than 55 feet for a vehicle with more than two axles, except a bus; the vehicle length is no greater than 45 feet for a bus; and the vehicle length is no greater than 100 feet for a vehicle combination, except a vehicle combination listed in Table 6 and a vehicle subject to 730 CMR 7.07.

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TABLE 6

Type of Vehicle	Maximum Vehicle Length
Motor vehicle not of the type listed below in 730 CMR 7.00: Table 6	33 feet
Vehicle combination other than semi-trailer unit and not of a combination type listed below in 730 CMR 7.00: Table 6	60 feet (see note 1)
Articulated Bus	60 feet
Auto Home	40 feet
Automobile Transporter (traditional)	65 feet (see Note 2)
Automobile Transporter (stinger-steered)	75 feet (see Note 2)
Boat Transporter (traditional)	65 feet (see Note 2)
Boat Transporter (truck-trailer)	65 feet (see Note 2)
Boat Transporter (stinger-steered)	75 feet (see Note 2)
Bus or School Bus	45 feet
House Trailer	40 feet
Saddlemount Combination	75 feet (see Note 3)
Semi-trailer	53 feet
Tandem unit	(see Note 4)
Trailer in tractor-trailer combination	53 feet
Trailer not in tractor-trailer combination	33 feet
Truck	40 feet

Note 1: No overall length limitation applies to a semi-trailer unit with a semi-trailer up to 53 feet in length. For purposes of 730 CMR 7.00: Table 6, the combination of a motor vehicle designed for towing and a vehicle or combination of vehicles being towed because of disablement or emergency does not constitute a vehicle combination and thus is not subject as a vehicle combination to the length limitations of 730 CMR 7.06(4)(a)3., but a Massachusetts State Police officer or an official of the Authority designated to make such decisions may preclude such a towing motor vehicle and towed vehicle or vehicle combination from using a way for reasons of safety.

Note 2: The vehicle length includes front and rear bumpers, but does not include a load overhang up to three feet beyond the foremost part of the front transporting vehicle or more than four feet beyond the rear bed of the rear vehicle.

Note 3: A number of vehicles may be transported in combination by means of saddlemount combination or fullmount mechanism. Vehicles using these mechanisms must conform to M.G.L. c. 90, § 19C.

Note 4: Subject to the restrictions that 730 CMR 7.06(4)(e) and 730 CMR 7.07 impose, a tandem unit may operate on a way without a special permit with respect to its length, provided that

(a) the overall total number of semi-trailers or trailers in the tandem unit is no greater than two;

(b) each semi-trailer or trailer of the tandem unit does not exceed 28 feet in length, without regard to the overall length of the tandem unit; and

(c) a tandem unit with semi-trailers or trailers that do not exceed 28 1/2 feet in length, if such semi-trailers or trailers were actually and lawfully operating on December 1, 1982, as part of tandem units within a 65 foot overall length limit in any state, may similarly operate on a way without a special permit with respect to its length.

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(b) Circumstances Under Which a Special Permit Is Required. A motor vehicle, vehicle, or vehicle combination requires a special permit with respect to its size only when compliance with the maximum size limitations specified in 730 CMR 7.06(4)(a)1., 2., or 3. is impossible or impractical.

(c) Type of Special Permit Issued (Over-size). The Authority issues special permits for over-size vehicles in accordance with the following provisions:

1. Irreducible Load Permit. A vehicle requires an irreducible load permit if the vehicle width exceeds the maximum vehicle with permitted under 730 CMR 7.06(4)(a)1.; the vehicle height exceeds the maximum vehicle height permitted under 730 CMR 7.06(4)(a)2.; or, the vehicle length exceeds the maximum vehicle length allowed for a vehicle of its type as specified in 730 CMR 7.06(4)(a)3.

The Authority does not issue an irreducible load permit if it believes that a load can be divided or arranged so as to conform with the limitations on its width, height, or length. The Authority may prohibit an over-size vehicle from using a way if, in the opinion of the Chief Engineer, safety or the public convenience warrants the prohibition.

The Authority may issue, upon the approval of the Chief Engineer, an irreducible load permit in accordance with the procedures and subject to the terms of 730 CMR 7.06(2) and 730 CMR 7.06(4)(f).

The fee for an irreducible load permit is $350.00. This fee is in addition to the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1). In the case of multiple trips of a single vehicle or a convoy of vehicles, the fee of $350.00 represents the total fee due up to a maximum number of trips of two or more as determined by the Chief Engineer, provided that the applicant specifies on the application referred to in 730 CMR 7.06(2)(a) the number of anticipated multiple trips, the time period in which they will be completed, and any other information that the application or the Chief Engineer requires.

2. Use of the Ted Williams Tunnel, Including the South Boston Bypass Road. vehicle that exceeds any of the applicable maximum dimensions specified in 730 CMR 7.06(4)(a)1., 2., or 3. does not require an irreducible load permit for use of the Ted Williams Tunnel, including the South Boston Bypass Road, provided that the commissioner of highways has issued an annual permit for construction equipment for the vehicle, allowing the vehicle to operate in excess of the applicable maximum dimensions specified in 730 CMR 7.06(4)(a)1., 2., or 3.. An original annual permit for construction equipment issued by the commissioner of highways must be kept in an accessible place in the vehicle for which it was issued and must be presented to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand. The operator of the vehicle is responsible for the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1).

(d) Pilot Car.

1. When Required. A pilot car must follow an over-size vehicle if: the overhang is four or more feet and the load consists of poles, masts, booms, or similar shapes or if the overhang is ten feet or more; the over-size vehicle is a drill rig with boom, a shovel, or a crane; the over-size vehicle is odd-shaped or has an odd-shaped load; or the over-size vehicle is not a tandem unit or a semi-trailer unit with a semi-trailer of not more than 53 feet and has a length of more than 80 feet or width of more than 12 feet.

2. Convoy Pilot Car. If two or more over-size vehicles are in convoy, one may be pilot for the other, but a separate pilot car must follow the last over-size vehicle.

3. Preceding and Following Pilot Cars. If an over-size vehicle is not a tandem unit or a semi-trailer unit with a semi-trailer of not more than 53 feet and has a length of more than 85 feet or width of more than 13 feet, it must have pilot cars preceding and following it.

4. Requirements for a Pilot Car. A pilot car must be a truck with two axles and four wheels or a private passenger motor vehicle and must have two flashing amber lights visible from front and rear; 24 inch by 24 inch red flags on the right and left rear of the pilot car; and a sign reading: "Oversize Load."

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5. State Police Escort. In addition to the requirements with respect to a pilot car as specified in 730 CMR 7.06(4)(d), an over-size vehicle, with its load, that is higher than 13 feet 9 inches, wider than 12 feet, or longer than 100 feet, must be escorted by a motor vehicle of the Massachusetts State Police, and any such vehicle that is wider than 15 feet or longer than 135 feet must be escorted by two motor vehicles of the Massachusetts State Police. Any vehicle that, in the opinion of the Chief Engineer, may be incapable of operating at a minimum speed such that it may pose a danger to individuals, property, or the safe operation of a way, may be required to be accompanied by one or more motor vehicles of the Massachusetts State Police.

6. Oversize-Load Sign. An over-size vehicle that is not required to be accompanied by a pilot car must have a sign on the rear reading: "Oversize Load."

(e) Tandem Units and Certain Saddlemount Combinations Not Permitted in the Tunnels. Subject to 730 CMR 7.06(3)(c)4., and notwithstanding any other provision of 730 CMR 7.06 to the contrary, and irrespective of their length, tandem units, double saddlemount combinations, and triple saddlemount combinations are not permitted in the Tunnels.

(f) Height Indication. No vehicle that has a total height exceeding ten feet, excluding the height of its load, may be operated on a way unless the measurement of the total height is painted or printed in letters and numerals at least four inches high in a conspicuous place upon the side or front of the vehicle.

(g) Responsibility of Operator. The operator of an over-size vehicle is responsible for checking the clearance of the vehicle and its load through any toll lane or canopy and for checking structures on a way for available clearance with respect to movements by the oversize vehicle or by load movements. The operator is subject to the penalty provided in 730 CMR 7.12(3)(a) for failure to exercise this care. The Authority imposes this penalty in addition to holding the operator liable for the damage resulting from failure to exercise this care.

(5) Limitations on the Transportation of Explosives.

(a) General Prohibition. No vehicle carrying explosives may enter or use a way unless specifically allowed to do so by a provision of 730 CMR 7.06(5) and only to the extent and upon the conditions so specified. Any specific prohibitions contained in other subsections of 730 CMR 7.06(5) do not limit the generality of 730 CMR 7.06(5)(a).

(b) Operation Prohibited in Tunnels. No vehicle carrying explosives may enter or use the Tunnels.

(c) Operation Prohibited on Ways Other than the Tunnels. No vehicle carrying explosives may enter or use the Turnpike at or between Interchange 15 in Weston and Interchange 24 in Boston.

(d) No Liquid Nitroglycerin. No vehicle carrying liquid nitroglycerin may enter or use a way.

(e) Ways Upon Which Authority May Issue Permit. No vehicle used to carry explosives may enter and use the Turnpike at or between Interchange 1 in West Stockbridge and Interchange 14 in Weston unless the Authority has issued for the vehicle a special permit for explosives as provided in 730 CMR 7.06(5)(f) and the vehicle and its operation fully comply with those provisions, except that a vehicle carrying no explosives other than fireworks not in excess of ten pounds, or other than one thousand blasting caps or fewer, may enter and use that portion of the Turnpike without obtaining a special permit for explosives.

(f) Special Permit for Explosives.

1. Application. An owner or operator of a vehicle who has determined to obtain a special permit for explosives may apply for one in accordance with and subject to the provisions of 730 CMR 7.06(2). Among other information required by the application, the applicant shall indicate the number of vehicles to be covered under the application.

2. Terms and Conditions. The Authority may issue a special permit for explosives for any 12 month period, together with a separate certification card for each vehicle enumerated in the permit application, as evidence that the vehicle is covered by the permit, subject to the following terms and conditions: a vehicle for which the Authority has issued a special permit for explosives and certification card may make an unlimited number of trips on a way in accordance with 730 CMR 7.06(5)(e) or a portion of a way as designated on the permit or certification card; the operator of the vehicle must carry an original, not a copy, of the certification card in an accessible place and must display it to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand.

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3. Fees. The application fee for a special permit for explosives is $250.00 and is not prorated. The fee for the first certification card referred to in 730 CMR 7.06(5)(f)2. is $60.00, and the Authority charges an additional fee of $15.00. for each additional certification card that it issues during the term of the permit. The applicant must submit with its application full payment for the application fee and for all additional fees for the number of vehicles specified in the application. All these fees are in addition to any regular toll charge that the Authority assesses in accordance with 730 CMR 7.03.

4. Minimum Separation of Vehicles. No vehicle carrying explosives may operate within 1,000 feet longitudinally of another vehicle carrying explosives or any vehicle transporting hazardous material as defined in 49 CFR Chapter I, Subchapter C.

5. No Stopping. No vehicle carrying explosives may stop on a way, including a service or rest area, unless the movement of the vehicle is obstructed; it is waiting to enter or leave a toll booth lane; it is disabled; or the operator of the vehicle is following the directions or requirements of a Massachusetts State Police officer, a sign, or governing federal regulations.

6. Conformance with Law. The equipment, cargo, operator, and operation of a vehicle operating under a special permit for explosives must conform with all federal and state laws and regulations governing the transportation of explosive materials by a motor carrier.

(6) Limitations on the Transportation of Special Fuels.

(a) General Prohibition. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may enter or use a way unless specifically allowed to do so by a provision of 730 CMR 7.06(6) and only to the extent and upon the conditions so specified. Any specific prohibitions contained in other subsections of 730 CMR 7.06(6) do not limit the generality of 730 CMR 7.06(6)(a).

(b) Operation Prohibited in Tunnels. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may enter or use the Tunnels.

(c) Operation Prohibited on Ways other than the Tunnels. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may enter or use the Turnpike at or between Interchange 15 in Weston and Interchange 24 in Boston.

(d) Ways Upon Which Authority May Issue Permit. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may enter and use the Turnpike at or between Interchange 1 in West Stockbridge and Interchange 14 in Weston unless the Authority has issued for the vehicle a special fuel transportation permit as provided in 730 CMR 7.06(6)(e) and the vehicle and its operation fully comply with those provisions.

(e) Special Fuel Transportation Permit.

1. Application. An owner or operator of a vehicle who has determined to obtain a special fuel transportation permit may apply for one in accordance with and subject to the provisions of 730 CMR 7.06(2). Among other information required by the application, the applicant shall indicate the number of vehicles to be covered under the application.

2. Terms and Conditions. The Authority may issue a special fuel transportation permit for any 12 month period for the type of special fuel or fuels the Authority designates on the permit application, together with a separate certification card for each vehicle enumerated in the permit application, as evidence that the vehicle is covered by the permit, subject to the following terms and conditions: a vehicle for which the Authority has issued a special fuel transportation permit and certification card may make an unlimited number of trips on a way in accordance with 730 CMR 7.06(6)(d) or a portion of a way as designated on the permit or certification card; the operator of the vehicle must carry an original, not a copy, of the certification card in an accessible place and must display it to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand; and a vehicle for which the Authority has issued such a permit must conspicuously display, both fore and aft, signs with letters not less than six inches in height bearing appropriate words identifying the cargo, and, if empty, the cargo last carried.

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3. Fees. The application fee for a special fuel transportation permit is $ 250.00 and is not prorated. The fee for the first certification card referred to in 730 CMR 7.06(6)(e)2. is $60.00, and the Authority charges an additional fee of $15.00 for each additional certification card that it issues during the term of the permit. The applicant must submit with its application full payment for the application fee and for all additional fees for the number of vehicles specified in the application. All these fees are in addition to any regular toll charge that the Authority assesses in accordance with 730 CMR 7.03.

4. Minimum Separation of Vehicles. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may operate within 1,000 feet longitudinally of another vehicle carrying a special fuel.

5. No Stopping. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may stop on a way, including a service or rest area, unless the movement of the vehicle is obstructed; it is waiting to enter or leave a toll booth lane; it is disabled; or the operator of the vehicle is following the directions or requirements of a Massachusetts State Police officer, a sign, or governing federal regulations.

6. Conformance with Law. The equipment, cargo, operator, and operation of a vehicle operating under a special fuel transportation permit must conform with all federal and state laws and regulations governing the transportation of special fuels by a motor carrier.

7.07: Limitations on Large Tandem Units

(1) Scope. 730 CMR 7.07 applies exclusively to large tandem units.

(2) Use of Ways. Tandem units are not permitted in the Tunnels. No operator may operate a large tandem unit on any way other than the Turnpike. An operator may operate a large tandem unit on the Turnpike only if the Authority has issued a large tandem unit permit pursuant to 730 CMR 7.06(2).

(3) Configuration and Length. A complete large tandem unit consists of a tractor, first semi-trailer, dolly, and second semi-trailer. The length of either semi-trailer may not be in excess of 48 feet, and the total length of the combination, including the dolly and load, may not exceed 120 feet, provided, however, that the overall length of loaded tandem trailer automobile haulers may not exceed 108 feet and may be increased to 109 feet by load overhang.

(4) Maximum Gross Weight. A large tandem unit must be registered for the gross weight that it carries and certified by the original manufacturer to carry this weight. The vehicle weight of a large tandem unit may not exceed 127,400 pounds. The maximum gross weight of the tractor and first semi-trailer may not exceed 71,000 pounds. The maximum gross weight of each unit of dolly and semi-trailer may not exceed 56,400 pounds.

The maximum gross weight that may be carried upon any combination of units is limited by the maximum gross weight that can be carried upon each unit and its axles. The maximum gross weight for the unit of tractor and first semi-trailer is governed by this formula: 35,000 pounds plus 1,000 pounds per foot between the center of the foremost axle of the tractor and the center of the rearmost axle of the first semi-trailer. The gross load on a unit may not exceed the sum of the allowable gross loads on the axles, which are as follows:

Maximum gross weight on any one axle	22,400 pounds
Tandem axles on one vehicle (under 10 feet apart) (Axles measuring less than 46 inches between axle centers are considered as one axle.)	36,000 pounds

The limit of 127,400 pounds permitted under 730 CMR 7.07(4) requires a minimum axle spacing of 92 feet, measured between the center of the foremost axle of the tractor and the center of the rearmost axle of the rearmost semi-trailer. If the axle spacing is less, the permissible gross weight is correspondingly reduced.

7.07: continued

(5) Size and Weight Limitations Generally. The provisions of 730 CMR 7.00 with respect to size and weight that are not inconsistent with 730 CMR 7.07(4) are applicable to large tandem units unless specifically excluded under the terms of a large tandem unit permit.

(6) Approval of Vehicle or Equipment Used to Tow. The owner or lessee of a large tandem unit must file a description of the tractor, dollies, and any semi-trailer used to tow another semi-trailer with the Authority on Forms MTT-3, MTT-4, and MTT-5, respectively. The owner or lessee must obtain the Authority's approval of the vehicles before they are used under a large tandem unit permit. The Authority may withdraw its authorization to use the vehicles at any time at its sole discretion.

(7) Certification of Tractors. No operator may operate a large tandem unit unless the Authority has certified that the tractor of the unit is appropriate for the purpose. Both the tractor manufacturer of each tractor used in a large tandem unit and the owner or lessee of the unit must certify to the Authority prior to the approval of the tractor that it is capable of hauling the maximum permissible gross load to be transported by the owner or lessee at a speed not less than 20 m.p.h. over the Turnpike. (The maximum grade on the Turnpike is 7.50%, and the length of the longest such grade is approximately 1.75 miles.) If it is determined after the tractor is in use as part of a large tandem unit that the tractor cannot meet this requirement, the Authority's approval may be withdrawn, and, in that event, the tractor may not be used as part of a large tandem unit on the Turnpike until the gross loads are reduced, the tractor is modified, or other corrective measures are taken. Upon a new certification by both the tractor manufacturer and the owner or lessee that corrective measures have been taken and the tractor is now capable of complying with the minimum speed requirement, the Authority may reinstate its approval of the tractor.

(8) Certification of Trailers. No operator may operate a large tandem unit unless the Authority has certified that the trailer of the unit is appropriate for the purpose. In order to comply with 730 CMR 7.07(13), all semi-trailers, except the rear trailer used in tandem operation, must have sufficient structural strength to permit the satisfactory attachment of the coupling device (pintle hook or its equivalent) at the rear of the trailer, and each coupling device must be capable of towing a trailer and a dolly. The permittee shall certify to the Authority that every trailer certified for use in tandem service is adequate for this service and, in addition, the trailer manufacturer on new equipment must certify the adequacy of the trailer. If the trailer has been modified to include a pintle hook, the fabricator must certify the adequacy of the pintle hook assembly. Every coupling device must incorporate a no-slack design such as air take-up, fitted pin and socket, mechanical wedging, or similar coupler designs, that eliminate fore and aft slack in the coupling of dollies to semi-trailers. The no-slack feature of the coupler must be in constant operation while the tandem trailer combination is operated on the Turnpike. The coupler used on each semi-trailer, in conformance with 730 CMR 7.07(8), must be specified by the permittee on Form MTT-4, giving semi-trailer descriptions and the vehicle identification number on the permittee's records (company number) and must be filed with the Authority in conformance with 730 CMR 7.07(6).

(9) Brakes.

(a) Compliance with Federal Regulations. The brakes on a vehicle or dolly converter or combination of vehicles used in a large tandem unit must comply with federal regulations as published in 49 CFR Part 393, Subpart C, as revised and effective on the date of the vehicle's entry upon or use of the Turnpike.

(b) Compliance with State Law. A vehicle or dolly converter or combination of vehicles used in a large tandem unit must meet the requirements of the provisions of the M.G.L. c. 90.

(c) Braking Devices Required. The brake application line of every large tandem unit certified on or after June 1, 1968. must be equipped with suitable devices to accelerate application and release of the brakes of the towed vehicles. These devices must be so arranged that the brake application signal does not pass directly through more than one trailer, but is dead-ended at the rear of the trailer or, alternatively, at the dolly, and the application signal then is retransmitted to the dolly and the second trailer. The devices required for retransmission of the application signal must be closely connected to and supplied by air reservoirs that have their air supplied to them by the emergency line. In the event of rupture of the application line on the towed vehicle of a large tandem unit, the loss of brake application must be limited upstream of the loss to those vehicles between the rupture and the first retransmission device.

7.07: continued

(d) Brakes on Steering Axle. A tractor used in a large tandem unit must have brakes on the steering axle.

(10) Axles. A tractor used in a large tandem unit with a gross weight of more than 110,000 pounds must be equipped with tandem rear axles, each of which must be engaged to bear its full share of the load on the roadway surface.

(11) Emergency Equipment. Each tractor used in a large tandem unit must be equipped at a minimum as follows:

(a) Federal Regulations. Emergency equipment as required by 49 CFR Part 393, Subpart H, as revised and effective on the date of the tractor's entry upon or use of the Turnpike.
(b) Fuses. At least one spare fuse or other overload protective device, if the devices used are not of a reset type, for each kind and size used.
(c) Chains. One set of tire chains for at least one driving wheel on each side between October 15th and May 1st.
(d) Fire Extinguishers. Fire extinguishers that have an aggregate rating of 20 BC.

(12) Vehicle Identification. The owner or lessee shall stencil the tractor weight on the left side of each tractor used in a large tandem unit. The Authority issues an identification number that the owner or lessee shall also stencil on the left side of each tractor used in a large tandem unit. The Authority also issues a certificate bearing the complete description of a particular tractor, including the maximum permissible gross load to be transported, and the operator shall suitably protect and carry this certificate in the cab of the tractor that it describes. A vehicle certified for less than 127,400 pounds may not exceed the weight indicated on the certificate. The Massachusetts State Police and Authority personnel may examine the certificate and compare its description with the vehicle in which the certificate is carried. A discrepancy between the description on the certificate and the actual description of the vehicle may result in the withdrawal of the approval of the particular tractor or all of the vehicles and equipment of the owner or lessee. Compliance with the Provisions Governing the Operation of Tandem Trailer Combinations of the New York State Thruway Authority requiring the issuance of an identification number, its stenciling on the tractor, and the issuance of a certificate describing the tractor is compliance with the similar requirements of 730 CMR 7.07.

(13) Tandem Assembly. In the assembly of large tandem units prior to their operation on the Turnpike, the operator shall ascertain the total gross weight of each trailer of the proposed combination. In the event that the gross weights of the trailers vary by more than 20%, the operator shall couple them for each trip according to their gross weight, that is, with the heaviest trailer coupled to the tractor.

(14) Dollies, Safety Chains, and Cables.

(a) Converter Dolly. Every converter dolly certified on or after June 1, 1968, used to convert a semi-trailer to a full trailer may have either single or tandem axles. The operator shall couple the dolly with one or more safety chains or cables to the frame, or to an extension of the frame, of the motor vehicle by which it is towed. Attachment of these chains or cables to the pintle hook or to any other device on the towing vehicle to which the tow bar is attached does not meet this requirement; provided, however, that a separate place of attachment independent of the pintle hook on a pintle hook forging or casting may be used to attach the safety chains or cables to the towing vehicle.
(b) Slack in Chains or Cable. Safety chains or cables may have no more slack than is necessary to permit proper turning.
(c) Strength of Chain or Cable. Each chain or cable and each means of attachment must have an ultimate strength at least equal to the gross weight of the vehicle being towed.
(d) Connection of Chain or Cable. Chains or cables must be connected to the towed and towing vehicles and to the tow bar in a manner that prevents the tow bar from dropping to the ground in the event that the bar fails or becomes disconnected.

7.07: continued

(e) Chain or Cable on Converter Dolly with Hinged Tow Bar. Every converter dolly with a hinged tow bar must be equipped with two safety chains, or cables, or a bridle arrangement of a single chain or cable, attached to its frame or axle at two points as far apart as the configuration of the frame or axle permits. These chains or cables must be either two separate pieces, each equipped with a hook or other means for attachment to the towing vehicle, or a single piece leading along each side of the tow bar from the two points of attachment on the towed vehicle and arranged into a bridle with a single means of attachment to be connected to the towing vehicle. When a single length of cable is used, a thimble and twinbase cable clamps must be used to form the forward bridle eye. The hook or other means of attachment to the towing vehicle must be secured to the chain or cables in a fixed position.

(f) Chain or Cable on Converter Dolly without Hinged Tow Bar. Converter dollies with solid tongues and without hinged tow bars or other swivels between the fifth wheel mounting and the attachment joint of the tongue eye or other hitch device may be equipped with either one or two safety chains or cables, provided that, if only one chain or cable is used, it must be in line with the center line of the trailer tongue. The point of attachment of these chains or cables to a solid tongue converter dolly is optional provided only that the attachment is to the rear of the attachment of the tongue eye or other hitch device.

(g) Points of Attachment. Where two safety chains or cables are used and attached to the towing vehicle at separate points, the points of attachment on the towing vehicle must be located equally distant from, and on opposite sides of, the center line of the towing vehicle. Where two chains or cables are attached to the same point on the towing vehicle, and where a bridle or a single chain or cable is used, the point of attachment must be on the center line of the towing vehicle.

(h) Compliance with Federal Regulations. Coupling devices and towing devices must comply with the federal regulations as stated in 49 CFR Part 393, Subpart F, on the date of the large tandem unit or one of its component's entry upon or use of the Turnpike.

(15) Indication That Trailers Form One Unit. When the distance between the rear of the one semi-trailer and the front of the following semi-trailer is ten feet or more, the dolly must be equipped with a device, or the trailers must be connected along the sides with suitable material, that will indicate to other traffic that the trailers are connected and are operating as one unit. The Authority must approve the type of device or connection prior to its use on a large tandem unit.

(16) Lighting. Each trailer in a tandem trailer combination must be equipped at a minimum with electric lamps and reflectors mounted on the vehicle as follows:

(a) Amber Clearance Lamps. Two amber clearance lamps on the front, one at each side of the trailer.

(b) Rear Lamps. On the rear: one red tail lamp; one red or amber stop lamp; two red clearance lamps, one on each side; two red reflectors, one on each side.

(c) Side Lamps. On each side: one amber side-marker lamp located at or near the front; one red side-marker lamp located at or near the rear, one amber reflector, located at or near the front; one red reflector, located at or near the rear.

(d) On Dolly Converter. Each dolly converter, when towed singly by another vehicle, and not as a part of a full Trailer, must be equipped with a minimum of one stop lamp, one tail lamp, and two reflectors on the rear.

(17) Equipment Inspection. The operator of a large tandem unit is responsible for ensuring that all certified tandem trailer equipment is systematically inspected and maintained by a competent mechanic and kept in first class condition. Inspection and maintenance of the equipment must be in accordance with the requirements outlined in 49 CFR 396.

After all of the component vehicles in a large tandem unit are completely hooked up, and prior to the departure of the large tandem unit from the assembly area, the operator, or a mechanic, shall, in addition to the pre-trip equipment inspection and use requirements set forth in 49 CFR 392.7 and 49 CFR 392.8, inspect the large tandem unit and make certain tests on the vehicle, equipment, and hook-up to determine whether each item is in safe and proper operating condition.

7.07: continued

The items to be inspected and tests to be made include, but are not to be limited to, the following:

-Federal equipment inspection.

-Inspection of brake line to dolly and trailers.

-Inspection of electric lines to dolly and trailers.

-Inspection of coupling devices.

Following this inspection and prior to departure from the assembly area, the operator shall complete and execute a tandem trailer inspection report form provided by the Authority. A new inspection report must be prepared each time the component parts of the tandem trailer unit are rearranged, or the operator is replaced, or upon re-entry to the Turnpike after any valid departure. The operator shall keep an original inspection report in an accessible place in the vehicle for which it was prepared, and this original inspection report must be presented to a toll collector or other official or employee of the Authority, or a Massachusetts State Police officer on demand.

(18) Registration of Operators. Proposed operators of large tandem units must be registered with the Authority prior to operating such equipment on the Turnpike. Completed applications for registration must provide all specified driving, safety, and physical examination records and be accompanied by an official abstract of the driving record of the individual for whom it is being submitted. An applicant for registration as an operator of a large tandem unit must demonstrate to the Authority that the applicant has a minimum of five years of tractor trailer driving experience. The Authority issues a special identification card to each registered operator of a large tandem unit, and each registered operator shall carry this card and display it upon request to a Massachusetts State Police officer or Authority personnel. A registered operator may hold a large tandem unit permit for two companies at the same time, provided that each company has filed an application for this permit with the Authority and that the Authority has approved this permit. The special identification card is valid only for the operation of tractors owned or leased by the company by whom the operator is employed. The Authority may decline to register an applicant or cancel a registration at any time should the Authority determine that operational or safety considerations warrant its doing so. An operator's qualification for and possession of a valid special identification card of the New York State Thruway Authority satisfies the requirements of 730 CMR 7.07.

(19) Speed Regulations. The operator of a large tandem unit shall strictly comply with the speed regulations for these units. In particular, an operator of a large tandem unit shall strictly observe the 55 m.p.h. speed limit as well as any lower posted speed limit.

(20) Distance Between Vehicles. The operator of a large tandem unit shall maintain a minimum distance of 500 feet, or approximately two delineator spaces, under normal conditions between a large tandem unit and a vehicle traveling in front of it in the same travel lane, except when passing occurs.

(21) Insurance. In order to comply with the Authority's insurance requirements for large tandem units, the permittee must supply the Authority with either a duplicate copy of its automobile liability insurance policy or a certificate of insurance evidencing automobile liability coverage. The policy or certificate of insurance must include the insurance requirements found in the large tandem unit permit application or other applicable form or document provided by the Authority.

(22) Passing. A large tandem unit may pass another vehicle traveling in the same direction only if the speed differential between the large tandem unit and the vehicle that the large tandem unit is overtaking is adequate to allow the large tandem unit to complete the passing maneuver and return to the unit's driving lane within a distance of one mile.

7.07: continued

(23) Reports and Observation. The owner or lessee shall, upon request, furnish to the Authority all data and information pertaining to an individual trip by a large tandem unit or the overall large tandem unit operations of the owner or lessee on the Turnpike. The owner or lessee shall afford representatives of the Authority the opportunity to observe the large tandem unit operations on the Turnpike by riding in the cab of the tractor or using other prescribed methods, all in accord with governmental regulations and insurance requirements.

(24) Tolls. The toll for a large tandem unit is the toll charge based on the classification of the vehicle under 730 CMR 7.03(1).

(25) Emergency Service and Towing Vehicles. An emergency service or towing vehicle that an owner or lessee uses to maintain its large tandem units may be certified for operation on the Turnpike on Form MTT-1, provided that the owner or lessee certifies on Form MTT-1 that:

(a) The emergency service or towing vehicle is completely equipped with emergency lighting equipment.

(b) The use of the emergency service or towing vehicle will conform to the provisions of 730 CMR 7.00.

(26) Renewal of Permits. The Authority may renew a large tandem unit permit monthly or annually upon the owner's or lessee's submission of Form MTT-2 requesting renewal. Form MTT-2 must be accompanied by a letter, on company stationery, signed by a duly authorized designee of the owner or lessee requesting recertification of the equipment to be continued in use in the operation of the large tandem unit, which has been certified previously pursuant to 730 CMR 7.07(8). The letter must be substantially similar to and include the information set forth in the sample letter that the Authority supplies entitled "Sample Letter for Recertification of Tandem Equipment." According to the following schedule, the Authority may subject an owner or lessee of a large tandem unit to a probationary period or to a period of suspension of operations based on the owner's or lessee's cumulative violations of motor vehicle laws or regulations or 730 CMR 7.00 that occur within a permit's annual renewal period:

(a) three violations - six month renewal

(b) six violations - three month renewal

(c) nine violations - one month renewal

(d) 12 violations - suspension of large tandem unit permit

(27) Limitations on Permits. The Authority may, at its sole discretion, and, in whole or in part, revoke or temporarily suspend at will a large tandem unit permit. The Authority's issuance of a large tandem permit creates no property interest, and the Authority retains the right to amend or repeal, in the Authority's sole discretion and the exercise of its police or other powers, the provisions of 730 CMR 7.07 pursuant to which large tandem unit permits are issued. The Authority may temporarily suspend large tandem unit operations at any time and for any reason. Should the Authority temporarily suspend operations of large tandem units, for example, because of inclement weather, reconstruction, or other adverse operating conditions, an operator of a large tandem unit shall comply with the instructions of the Authority or the Massachusetts State Police immediately or as promptly as safe operating practices permit.

(28) Makeup-breakup Areas. Tandem trailer units may be assembled and disassembled only in special makeup-breakup areas that the Authority designates for this purpose. No combination consisting of a tractor, first semi-trailer and dolly, with or without a second semi-trailer, may leave the Turnpike and pass on to a public highway or road within the Commonwealth of Massachusetts unless permitted by law. The owner or lessee of a vehicle entering or leaving a makeup-breakup area shall supervise the movement of the vehicle across traffic to minimize the possibility of accidents. The owner or lessee of a tandem trailer unit shall employ appropriate and adequate protection devices, such as flags, flares, or lights, to warn and stop traffic while the vehicles are maneuvering. The owner or lessee of a tandem trailer unit is solely responsible for its vehicles and equipment, as well as their contents, while the vehicles and equipment are in a makeup-breakup area. Large tandem units or components of them, except dollies, may not be parked in makeup-breakup areas for more than eight hours. The use of makeup-breakup areas is restricted to trailers of registered owners or lessors that exceed 28 feet. A tandem trailer unit left in a makeup-breakup areas must be disassembled while parked in tandem lots. A trailer parked in a makeup-breakup area containing hazardous materials must have its cargo's shipping papers available in an accessible place on the front of the trailer for inspection by the Authority or a Massachusetts State Police officer.

7.07: continued

(29) Penalties. Whoever violates any provision of 730 CMR 7.07 shall be punished by a fine not exceeding $500 for every such offense.

7.08: Traffic, Operation, and Safety

(1) Signs and Orders.

(a) Signs. The Authority erects signs on ways to implement the provisions of 730 CMR 7.00, for purposes of trial use, or in the event of an emergency. A person may not disobey a sign unless a toll collector or Massachusetts State Police officer directs otherwise. A person may not purposefully strike, move, deface, injure, obstruct, or interfere with a sign. A person may not, in any manner or by any means, erect or otherwise deploy any sign, signal, marking, or any other device that would be a sign if the Authority deployed it, except with the approval, and at the direction, of the Authority.

(b) Orders. A person may not fail to comply with any lawful order, signal, or direction by voice, hand, whistle, or other means of a toll collector or Massachusetts State Police officer.

(2) Traffic Control Signal. The operator of a motor vehicle approaching a traffic control signal exhibiting one or more colored lights shall obey the commands of the lights in accordance with their signification as specified in 730 CMR 7.00: Table 7.

TABLE 7

Description of Light	Meaning
Green Light	Proceed.
Green Arrow	Proceed as directed by arrow.
Red Light	Stop or lane closed to traffic.
Red X	Lane closed to traffic.
Amber Light (in ETC lane only)	Proceed.
Amber Light (in any other location)	Proceed only as directed by a toll collector or Massachusetts State Police officer.
Flashing Light	Reduce speed and proceed with caution and in compliance with any supplemental directions.

(3) Parking.

(a) General Parking Prohibitions and Conditions. No operator may leave a parked vehicle on a way, including in parking areas of a service or rest area, except within those areas where a sign indicates that parking is allowed. Any such sign may impose time limits or other restrictions as the Authority deems appropriate. Unless otherwise indicated, parking in service area parking lots where the Authority allows parking is limited to two hours. The Authority may, if it determines that emergency measures are appropriate, immediately and without notice prohibit parking in areas previously opened to parking.

(b) Over-weight or Over-size Vehicles. Parking of an over-weight vehicle or an over-size vehicle is permitted only in service area parking lots. Parking of such vehicles in parking areas reserved for tandem units is prohibited.

(4) Parking Specifically Prohibited. Without limiting the scope or effect of 730 CMR 7.08(3)(a), parking is specifically prohibited in areas constituting, or designated by signs as constituting, any of the areas listed in 730 CMR 7.00: Table 8.

7.08: continued

TABLE 8

Type of Area	Limitation of Description. If Any
(a) No Parking area - posted	Sign posted or curb painted yellow for restricted area.
(b) No Parking area - tow zone	-
(c) No Stopping or Standing area	-
(d) Crosswalk	-
(e) Sidewalk	-
(f) Reserved area	-
(g) Area reserved for HP or DV plate parking	-
(h) Handicapped Ramp	-
(i) Median	-
(j) Designated truck or bus parking area	If the vehicle is not a truck or bus.
(k) Designated car parking area	If the vehicle is not a private passenger motor vehicle or motorcycle.
(l) Designated tandem trailer parking area	If the trailer is not part of the tandem unit.
(m) Hydrant area	If any portion of the vehicle is located within ten feet of a fire hydrant.
(n) Designated fire lane	
(o) Breakdown lane	Except as such parking is permitted in accordance with 730 CMR 7.11 (1) and 730 CMR 7.11(2).
(p) Over Posted Time Limit	If the time that the vehicle has been parking exceed the time limit indicated on an applicable sign.

(5) Negligent Operation or Loading.

(a) Negligent Operation. An operator may not operate a vehicle carelessly or negligently or in disregard of the rights or safety of others or without due caution and circumspection.

(b) Negligent Loading. An operator may not operate a vehicle that is constructed, equipped, or loaded so as to endanger unreasonably or to be likely to endanger unreasonably individuals or property.

(6) Speed.

(a) In General: Reasonable and Proper. An operator may not operate a vehicle at a rate of speed greater than that is reasonable and proper, having due regard for traffic, the condition of the roadway, and the safety of the public and property.

(b) In General: Not Driving so as to Endanger. An operator may not operate a vehicle at a speed or in a manner so as to endanger unreasonably or to be likely to endanger unreasonably persons or property.

7.08: continued

(c) Maximum and Minimum Speed Limits. An operator may not operate a vehicle at a rate of speed greater than that of the maximum speed limit indicated in 730 CMR 7.00: Table 9 for the way. An operator may not operate a vehicle in excess of any lesser maximum speed limit for the way that the Authority has posted on a sign on the way. An operator may not operate a vehicle at a rate of speed less than that of the minimum speed limit indicated in 730 CMR 7.00: Table 9 for the way except while traveling in a creeper lane, acceleration lane, or deceleration lane; over a portion of a way where the Authority has posted a lesser minimum speed limit on a sign; when the vehicle is incapable of operation at the minimum speed because of mechanical failure; when weather or roadway conditions require traveling at a lesser speed; or if the vehicle is an over-weight vehicle or over-size vehicle operating in conformance with a special permit, in which case the vehicle must be capable of maintaining a minimum speed of 20 miles per hour unless the special permit provides otherwise.

TABLE 9

Way	Maximum Speed Limit	Minimum Speed Limit
Turnpike between the New York State border and Interchange 14 in Weston, eastbound, and from Interchange 15 in Newton to the New York State border, westbound	65 m.p.h	40 m.p.h
Turnpike, all other portions	55 m.p.h	40 m.p.h
Callahan and Sumner Tunnels	35 m.p.h	20 m.p.h
Ted Williams Tunnel	40 m.p.h	20 m.p.h
Prudential Tunnel	45 m.p.h.	-
Thomas P. O'Neill, Jr., Tunnel	45 m.p.h.	-
Any Other Way	55 m.p.h	40 m.p.h
Entrance and Exit Ramps; entries and exits to toll plazas; and all other entries, exits, and ramps	As posted.	-

(7) Entering a Way. Except as otherwise directed by a Massachusetts State Police officer or sign, no individual may operate, push, or otherwise cause to move a vehicle on a way except in the direction of traffic. An operator of a motor vehicle entering a service or rest area, interchange, shoulder, or deceleration lane shall enter from the right hand travel lane. An operator of a motor vehicle entering a travel lane from a service or rest area or interchange shall use the acceleration lane and shall enter the travel lane with caution so as not to interfere with or endanger traffic.

(8) Travel Lanes. An operator may not drive a motor vehicle across solid pavement markings separating travel lanes unless a toll collector, Massachusetts State Police officer, or sign so directs, or in the case of an emergency, or if done in accordance with 730 CMR 7.08(9).

(9) Breakdown Lane. An operator of a motor vehicle may not use a breakdown lane unless authorized by a Massachusetts State Police officer or a sign or the motor vehicle is a disabled vehicle.

(10) Crossing a Median or Area Not Intended for Travel.

(a) General Prohibition. An operator may not drive a motor vehicle upon or across a median or any area that has not been constructed or intended for travel except at the direction of a Massachusetts State Police officer or sign or in conformance with 730 CMR 7.08(10)(b).

7.08: continued

(b) Use of Cross-Over. An operator may not drive a motor vehicle across a cross-over unless the motor vehicle is an Authority vehicle or a vehicle that the Authority has authorized in writing to be driven across a cross-over. Before such a vehicle uses a crossover, except one located at a Massachusetts State Police barracks or an Authority maintenance depot, the operator shall drive onto the right shoulder and stop until the pavement can be crossed in safety. After the vehicle, except one plowing snow or sanding a way, has entered the cross-over, the operator shall again stop the vehicle until entry can be made on to a travel lane without presenting a hazard to through traffic. The operator of a vehicle plowing snow or sanding a way shall cause the vehicle to remain stopped on the right shoulder until both roadways on either side of the cross-over can be crossed in safety in a single movement without presenting a hazard to through traffic.

(11) Restricted Areas.

(a) In General. An operator may not drive a motor vehicle upon any portion of a way when, by reason of construction, surface treatment, maintenance, or the like, or because of some unprotected hazard, the portion of the way is closed to travel or use as indicated by a sign or by a Massachusetts State Police officer.

(b) Left Lane Restrictions on the Turnpike. On the Turnpike between Interchange 14 in Weston and Interchange 9 in Sturbridge, in both directions, no operator of a heavy commercial vehicle other than a bus may, except in an emergency, use any travel lane other than the extreme right-hand travel lane or, when overtaking and passing another vehicle, the next adjacent travel lane. East of Interchange 15 of the Turnpike in Weston, in both directions, no operator of a heavy commercial vehicle, bus, or vehicle with anything in tow may use any travel lane other than the extreme right-hand travel lane, or, when overtaking and passing another vehicle, the next adjacent travel lane, except in an emergency or when access to or egress from the turnpike is provided by the extreme left lane, and, in this circumstance, the operator shall use the extreme left lane only to the extent reasonably necessary to enter or leave the Turnpike safely.

(12) Construction Zones. The Authority posts signs notifying operators that they are entering a construction zone or maintenance work zone on a way, indicating the speed limit within the zone, and indicating the fine for speeding within the zone as provided in 730 CMR 7.12(3)(a).

(a) Excess Speed. An operator may not drive a vehicle in such a zone at a speed in excess of the posted speed limit. In accordance with M.G.L. c. 90, § 17, any person operating a motor vehicle through the parameters of a marked construction zone or construction area, at a speed which exceeds the posted limit, or at a speed that is greater than is reasonable and proper, shall be subject to a fine of two times the amount currently in effect for the violation issued.

(b) Excluded Zone. An operator may not drive a vehicle in areas within such a zone from which the vehicle is excluded as indicated by a sign.

(c) Careless Manner or Purposeful Interference. An operator may not operate a vehicle in such a zone in a careless manner, including striking, moving, or interfering with a sign.

(13) Keeping to the Right.

(a) In the Tunnels. The operator of a truck, bus, school bus, or slow-moving motor vehicle in the Tunnels shall drive only in the right-hand lane unless a toll collector, Massachusetts State Police officer, or sign otherwise directs.

(b) On Ways Other Than the Tunnels. The operator of a motor vehicle on a way other than the Tunnels shall drive in the lane nearest the right shoulder of the roadway, when that lane is available for ordinary travel, except when overtaking another vehicle in that lane or at the direction of a Massachusetts State Police officer or sign. When the lane nearest the right shoulder of the roadway is a creeper lane or breakdown lane, an operator shall drive in the lane adjacent to the creeper lane or breakdown lane, except when overtaking another vehicle in that lane or at the direction of a Massachusetts State Police officer or a sign.

7.08: continued

(14) Passing. An operator of a motor vehicle may not overtake, attempt to pass, or pass another vehicle in violation of 730 CMR 7.08(8). An operator of a motor vehicle overtaking another vehicle shall, when necessary, signal that vehicle and also any vehicle to the rear in sufficient time before attempting to pass to give ample warning of such movement. If both the overtaking vehicle and the vehicle being overtaken are in the same lane, the operator of the overtaking vehicle shall gradually cross to an adjacent lane, which may not be a paved shoulder or a creeper lane, so as to avoid a sudden turn and to allow the overtaking vehicle to pass the overtaken vehicle at a safe lateral distance. The operator of a motor vehicle about to be overtaken and passed by another vehicle shall continue in the lane then occupied by the overtaken vehicle and may not increase the speed of the vehicle until it is completely passed by the overtaking vehicle. An operator of a motor vehicle may overtake, attempt to pass, or pass another vehicle in the same lane.

(15) Space Between Vehicles. The operator of a motor vehicle may not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of the vehicle and traffic conditions.

(16) Coasting. No operator may operate a motor vehicle without engaging the gears of the motor vehicle's transmission.

(17) Stopping, Backing, or Turning.

(a) Restrictions on Stopping, Standing, or Parking. The operator of a vehicle may not stop, stand, or park the vehicle except in conformance with 730 CMR 7.08(3) or (4); when necessary to avoid injury or damage to individuals or property; when paying a toll, except as otherwise provided by 730 CMR 7.04; in compliance with the direction of a traffic control signal or sign; in compliance with the direction or signal of a toll collector or Massachusetts State Police officer; or because the vehicle is a disabled vehicle that is repaired or removed in conformance with 730 CMR 7.11(1) or (2).

(b) Backing and U-turns Prohibited. Except as provided in 730 CMR 7.08(10), no operator of a motor vehicle may back the motor vehicle or make a U-turn on a travel lane, acceleration lane, breakdown lane, creeper lane, ramp, or approach to a toll booth.

(c) Care in Stopping or Turning. An operator, before stopping a vehicle or making any turning movement that would affect the operation of any other vehicle, must give a plainly visible signal by activating the brake lights or directional lights or signal as provided on the vehicle. In the event that electrical or mechanical signals are not operating or not provided on the vehicle, the operator must make a plainly visible signal by means of the left hand and arm as follows:

Intention to turn to the left:	Hand and arm extended horizontally.
Intention to turn to the right:	Hand and arm extended upward.
Intention to stop or decrease speed:	Hand and arm extended downward.

(18) Repairs and Removal of Disabled Vehicles. No person may repair or remove a disabled vehicle except in accordance with the applicable provisions of 730 CMR 7.11.

(19) Over-height Vehicles. The operator of a vehicle that activates a red light signal or the sounding of a buzzer warning that the vehicle is over-height shall immediately bring the vehicle to a stop and may not proceed further unless a special permit that the Authority issues authorizes such travel.

(20) Cutouts. No operator of a motor vehicle may use any cutout or other apparatus or device that allows exhaust gas to escape into the atmosphere without passing through a muffler or silencer.

(21) Horn. No operator may sound a vehicle's horn or other device or in any manner operate the vehicle so as to make a harsh, objectionable, or unreasonable noise.

7.08: continued

(22) Headlights.

(a) In the Tunnels. No operator may flash the headlights of a motor vehicle or operate the motor vehicle with its headlights on high beam in the Tunnels, except on surface or aboveground roads or ramps of the Tunnels, provided that such use is warranted for reasons of safety.

(b) On Ways Other Than the Tunnels. Whenever there is sufficient light within the traveled portion of a way other than the Tunnels to make clearly visible to the operator of a vehicle all other vehicles, individuals, or substantial objects for a distance of 350 feet, or whenever the operator of a vehicle approaches an on-coming vehicle within 500 feet, the operator shall regulate or operate the headlights of the vehicle so that no dangerous or dazzling light when measured 75 feet or more ahead of the headlights on a surface of uniform grade, rises to a height greater than 42 inches above the grade.

(23) Adequate Fuel. No operator of a motor vehicle may enter a way unless the motor vehicle carries a fuel or energy supply in its main fuel reservoir or energy supply source sufficient to enable it to complete its passage on the way without stopping to refuel or re-energize, except at designated service areas.

(24) Disposal of Waste or Other Materials.

(a) Minor Waste Disposal. No individual may dispose of household or commercial garbage or refuse other than by placing it in a trash barrel that the Authority has placed on a way for the convenience of the traveling public.

(b) Major Waste Disposal. No individual may willfully place or drop on or from a way an article that may cause injury or death to an individual or damage to property, or improperly dispose of an article or waste material of any kind or description.

(25) Defacing. No person may cut, mutilate or remove a tree, shrub, or plant located on a way. No person may paint, mark, or mar any wall, bridge, or other structure on a way.

(26) Inspection Stickers. No vehicle may travel on a way unless it properly displays a current, valid inspection sticker pursuant to M.G.L. c. 90, § 7A, or the law of another jurisdiction in which the vehicle is registered as indicated by the number plate displayed by the vehicle.

(27) Inadequate Equipment. No operator may operate a vehicle in a manner that would violate any requirement as to the use of brakes, directional signals, lights, or safety devices and equipment specified in M.G.L. c. 90 with respect to the operation of a similar vehicle operating upon a way of the commonwealth.

(28) Idling. An operator of a motor vehicle shall comply with the provisions of M.G.L. c. 90, § 16A, regarding the unnecessary operation of the engine of a motor vehicle.

(29) Transportation of Alcoholic Beverages. No vehicle may travel on a way unless the operator complies with the provisions of M.G.L. c. 138, § 22, regarding the transportation of alcoholic beverages.

(30) Inspection and Examination of Cargo. No motor carrier may travel on a way unless it complies with the provisions of M.G.L. c. 159B, § 14A, with respect to the inspection and examination of cargo and of papers relating to cargo.

(31) Interstate Transportation. No vehicle may travel on a way unless it complies with the provisions of M.G.L. c. 159B, § 10, regarding interstate transportation.

(32) Operator's Record of Duty Status. An operator who 49 CFR 395 (1997) requires to keep a record of duty status must maintain and carry this record and present it to a Massachusetts State Police officer or other Authority official upon demand.

7.09: Motor Carrier Safety Act

The Authority hereby adopts and incorporates by reference into 730 CMR 7.00, with full force and effect and subject to other applicable provisions of 730 CMR 7.00,49 CFR 325, 390-393, 395-396, and 399 (1997), governing highway safety and noise emissions. All operators shall conform to the requirements of these provisions.

7.10: Hazardous Materials

(1) In the Tunnels. Passenger or commercial vehicles carrying any amount of hazardous material, excluding those materials required for the actual operation of the vehicle, may not enter or use the Tunnels. Hazardous material is defined and listed in 49 CFR Chapter 1, Subchapter C. Official emergency vehicles, as defined in 730 CMR 7.02 are exempt.

(2) On Ways Other Than the Tunnels. The Authority adopts the regulations set forth in 49 CFR Parts 171, 172, 173, 177, 178, and 179 and 10 CFR Part 71, subject to the exclusions set forth in 730 CMR 7.10(3), for the purpose of governing the transportation of hazardous materials upon a way other than the Tunnels. The Authority adopts these regulations as fully applicable to the transportation of hazardous materials upon a way other than the tunnels and without their limitation to transportation in commerce. No person may offer, accept, or transport a hazardous material upon a way other than the Tunnels unless the material is properly classed, described, packaged, marked, labeled, handled, placarded, and in proper condition for shipment in accordance with 49 CFR and 10 CFR on the date of the hazardous material's entry upon a way other than the Tunnels.

(3) Inapplicable Federal Regulations. The Authority does not adopt under 730 CMR 7.10(2) the following regulations set forth in 49 CFR Parts 171, 172, 173, 177, 178, or 179:

(a) Those regulations that apply to the transportation of hazardous materials by air, water, rail, or pipeline; and,

(b) Those regulations that require the reporting of hazardous material incidents, including, but not limited to, 49 CRR Parts 171.15 and 171.16.

(4) Exemptions. The persons and vehicles identified in paragraphs 730 CMR 7.10(4)(a) and (b) are exempt from the requirements of 730 CMR § 7.10(2):

(a) A person properly operating under a valid exemption under 49 CFR Part 107, subpart B is in compliance with those portions of these regulations to which the exemption applies.

(b) The operator of a cargo tank vehicle engaged in the retail delivery of fuel oil is exempt from the shipping paper requirements set forth in 49 CFR Part 172, subpart C. The operator of a cargo tank vehicle engaged in the retail delivery of fuel oil shall comply with the placarding requirements set forth in 49 CFR Part 172.

(5) Construction and Priority of Application. 730 CMR 7.10(2) established the minimum standards with which an operator and vehicle transporting hazardous materials must comply. In the event of a conflict between 730 CMR 7.10(2) and another provision of 730 CMR 7.00, the more stringent standard applies.

(6) Application in an Unusual Situation. The Authority may determine not to apply a provision of 730 CMR 7.10 to an individual set of circumstances if, after consideration of the facts involved, the Authority determines that its application of the provision would not be in the public interest.

7.11: Repair or Removal of Vehicle

(1) In the Tunnels.

(a) Repairs. Repairs to a disabled vehicle in the Tunnels are prohibited unless authorized by the Chief Engineer or a Massachusetts State Police officer to ensure the safe and efficient operation of the Tunnels.

(b) Removal. The Authority may immediately remove, or cause to be removed, a disabled vehicle or abandoned vehicle in the Tunnels, and the Authority may park, garage, or store the removed vehicle on property of the Authority or elsewhere, all at the risk and expense of the owner of the removed vehicle.

7.11: continued

(2) On a Way Other Than the Tunnels. The provisions of 730 CMR 7.11(2) apply only to activities involving a disabled vehicle or abandoned vehicle that is located on a way other than the Tunnels. Activities involving a disabled or abandoned vehicle in the Tunnels are governed by 730 CMR 7.11(1).

(a) Repairs. The operator of a disabled vehicle may repair it, or cause it to be repaired in accordance with 730 CMR 7.11(2)(c), provided that the wheels and projecting parts, including any load, of the disabled vehicle completely clear the nearest lane by a minimum of two feet; the operator does not leave the disabled vehicle unattended; and the repairs are completed within two hours.

(b) Removal.

1. Authorization. The Authority may remove, or cause to be removed, an abandoned vehicle in accordance with 730 CMR 7.11(2)(c). The Authority may remove, or cause to be removed, a disabled vehicle in accordance with 730 CMR 7.11(2)(c) if effective repairs in accordance with 730 CMR 7.11(2)(a) cannot be accomplished or if, at any time, a Massachusetts State Police officer or the Chief Engineer determine that the vehicle's removal is appropriate to ensure the safe and efficient operation of the way.

2. Immediate Procedure. Pending removal in accordance with 730 CMR 7.11(2)(c), the operator of a disabled vehicle shall, if practicable, move or cause to be moved the vehicle to the extreme right side of the pavement or to an interchange. A Massachusetts State Police officer may similarly move a disabled vehicle or an abandoned vehicle.

(c) Providers of Repair or Removal Services.

1. Removal Procedure and Terms. A provider of emergency road services, as authorized in 730 CMR 7.11(2)(c), removes a disabled vehicle or an abandoned vehicle by towing, pushing, or transporting the vehicle at the risk and expense of its owner to a convenient place of storage as determined by a Massachusetts State Police officer or the Chief Engineer. The Authority does not permit such a vehicle to be removed from the place of storage until full payment has been made for storage, towing, and any other charges reasonably related to the vehicle's removal.

2. Providers Certified With Respect to Tandem Units. The operator or owner of a tandem unit that is a disabled vehicle may use an emergency road-service provider certified in accordance with 730 CMR 7.07(25) to repair or remove the disabled vehicle; provided, however, that the Authority or a Massachusetts State Police officer may require the tandem unit owner or operator to use a qualified towing contractor as described in 730 CMR 7.11(2)(c)3. to remove or repair the disabled vehicle if, in the judgment of the Authority or the Massachusetts State Police, safety, the efficient operation of the way or the public convenience requires its doing so.

3. Qualified Towing Contractor. If the provisions of 730 CMR 7.11(2)(c)2. do not apply, a disabled vehicle or abandoned vehicle may be repaired or removed by a qualified towing contractor having a service contract with the Authority and called to the scene by the Massachusetts State Police or the Authority. Towing and related service charges are established in the service contract with the Authority, and the qualified towing contractor provides a schedule of its charges to the vehicle owner or operator. The Authority may terminate a service contract with a qualified towing contractor if the contractor fails to provide services in accord with its contract. Any person may submit written comments to the Chief Engineer concerning emergency road service that a qualified towing contractor provides.

4. Other Qualified Emergency Road-Service Provider. At the request of the operator or owner of a disabled vehicle or abandoned vehicle, the vehicle may be repaired or removed by a qualified emergency road-service provider other than a qualified towing contractor as described in 730 CMR 7.11(2)(c)3.; provided, however, that the Authority or a Massachusetts State Police officer may require the vehicle operator or owner to use a qualified towing contractor as described in 730 CMR 7.11(2)(c)3. to remove or repair the vehicle if, in the judgment of the Authority or the Massachusetts State Police, safety, the efficient operation of the way or the public convenience requires its doing so.

7.12: Penalties

(1) Exemptions. 730 CMR 7.12 does not apply to, and the Authority does not impose a penalty with respect to, an operator of a vehicle acting in conformity with the direction of a toll collector or Massachusetts State Police officer, to the operator of a vehicle actually engaged in work on a way when the requirements of the work necessitate a departure from any of the requirements of 730 CMR 7.00 and the departure does not endanger the safety of individuals or property, or to a toll collector or Massachusetts State Police officer when engaged in the performance of duties that necessitates a departure from any of the requirements of 730 CMR 7.00, or to the operator of an official emergency vehicle when an emergency necessitates departure from any of the requirements of 730 CMR 7.00. These exemptions do not, however, relieve such an operator from other legal consequences of the operator's or individual's action.

(2) Prima Facie Responsibility for Violations. If a vehicle is operated on a way in violation of any provision of 730 CMR 7.00 or any other regulation or law of the Commonwealth of Massachusetts, and the identity of the operator of the vehicle can not be determined, the person in whose name the vehicle is registered is deemed prima facie responsible for the violation. With regard to a violation of 730 CMR 7.03(10), the person in whose name the vehicle is registered is deemed prima facie responsible for the violation, regardless of whether the operator of the vehicle may be identified.

(3) Fines.

(a) Fines by Reference to 730 CMR 7.00. Whoever violates any provision of 730 CMR 7.00 is subject to a fine not exceeding the amount indicated in 730 CMR 7.00: Table 10, in addition to other penalties as the laws of the Commonwealth of Massachusetts or federal law may provide. The section title and general subject matter headings are provided for convenience only and do not amend or in any way affect the substance of the provisions to which they refer.

TABLE 10

Section Title	Section	General Subject Matter	Fine Way other than the Tunnels	Fine Tunnels
Tolls	730 CMR 7.03(2)	Failure to stop at toll booth	$50	$50
	730 CMR 7.03(3)	Evasion of toll	$250	$250
	730 CMR 7.03(10)	Unauthorized Use of a Manual Toll Lane	Note 1	Note 1
Electronic Toll Collection	730 CMR 7.04(1)(a)	Unauthorized use of ETC System	Note 1	Note 1
	730 CMR 7.04(1)(b)	Restricted Access	Note 1	Note 1
	730 CMR 7.04(3)	Evasion of Toll by Device or Method	$250	$250
Limitation on Use of Ways	730 CMR 7.05(1)	Wrong way travel	$50	-
	730 CMR 7.05(2)	Wrong direction in Sumner, Callahan, or Ted Williams Tunnel	-	$500
	730 CMR 7.05(3)	Unauthorized entry or exit from a way	$50	$50
	730 CMR 7.05(4)	Unauthorized use of the Ted Williams Tunnel	-	$50

7.12: continued

Section Title	Section	General Subject Matter	Fine Way other than the Tunnels	Fine Tunnels
	730 CMR 7.05(5)(a)	Improperly seated person	$100	$100
	730 CMR 7.05(5)(b)	Flat or inadequate tire	$35	$35
	730 CMR 7.05(5)(c)	Obstructed window	$100	$100
	730 CMR 7.05(5)(d)	Muscle-powered vehicle	$100	$100
	730 CMR 7.05(5)(e)	Construction equipment	$100	$100
	730 CMR 7.05(5)(f)	Falling debris	$100	$100
	730 CMR 7.05(5)(g)	Inadequate brakes		
		1st Offense	$35	$35
		2nd Offense	$75	$75
		3rd and subsequent Offense within any 12 month period	$150	$150
Prohibited Entry to or Use of a Way: Vehicle	730 CMR 7.05(5)(h)	Over-weight vehicle	Note 2	Note 2
	730 CMR 7.05(5)(i)	Over-size vehicle	$500	$500
	730 CMR 7.05(5)(j)	Propelled by a special fuel	-	$500
	730 CMR 7.05(5)(k)	Carrying an explosive	$100	$100
	730 CMR 7.05(5)(l)	Carrying a special fuel	$500	$500
	730 CMR 7.05(5)(m)	Carrying a hazardous material	$500	$500
	730 CMR 7.05(5)(n)	Tandem unit, bulk liquid, radioactive materials, explosives, hazardous materials	-	$500
	730 CMR 7.05(5)(o)	Offensive odor, excessive smoke, improperly towed	$50	$50
Prohibited Entry to or Use of a Way: Non-vehicle	730 CMR 7.05(6)	Pedestrians and animals	$50	$50
	730 CMR 7.05(7)	Aircraft	$500	-
	730 CMR 7.05(8)	Hitchhiking or loitering	$50	$50
	730 CMR 7.05(9)	Commercial activity	$50	$50
Special Permits: General	730 CMR 7.06(2)(e)	Misrepresentation	$500	$500
	730 CMR 7.06(2)(f)	Invalid transfer	$500	$500
	730 CMR 7.06(2)(h)	Inappropriate use of Irreducible Load permit	$500	$500
	730 CMR 7.06(2)(j)	Inadequately insured vehicle operating under a Special Permit	$500	$500
	730 CMR 7.06(2)(m)	Operation of tandem unit in Tunnels - weight	-	$500
	730 CMR 7.06(3)(c)2	Failure to carry original permit issued by the Commissioner of Highways	$100	$100
	730 CMR 7.06(3)(c)3.	Failure to produce original Reducible Load (RL) Permit	$100/each permit	$100/each permit
	730 CMR 7.06(4)(c)2.	Failure to carry original permit issued by the Commissioner of Highways	$100	$100
	730 CMR 7.06(4)(d)	Failure to conform with requirements for pilot car, police escort, or warning sign	$500	$500
	730 CMR 7.06(4)(e)	Prohibition on operation of Tandem unit and saddlemount combination (length) - Tunnels	-	$500
	730 CMR 7.06(4)(f)	Failure to exhibit height indication	$100	$100
	730 CMR 7.06(4)(g)	Insufficient care with respect to operation of over-size vehicle	$500	$500

7.12: continued

Section Title	Section	General Subject Matter	Fine Way other than the Tunnels	Fine Tunnels
Special Permit: Vehicle Carrying an Explosive	730 CMR 7.06(5)(f)2.	Failure to carry original permit	$100	-
	730 CMR 7.06(5)(f)4.	Minimum separation	$500	-
	730 CMR 7.06(5)(f)5.	No stopping	$500	-
	730 CMR 7.06(5)(f)6.	Conformance with law	$500	-
Special Permit: Vehicle Carrying a Special Fuel	730 CMR 7.06(6)(e)2.	Failure to carry original permit	$100	-
	730 CMR 7.06(6)(e)2.	Failure to display signs	$100	-
	730 CMR 7.06(6)(e)4.	Minimum separation	$500	-
	730 CMR 7.06(6)(e)5.	No stopping	$500	-
	730 CMR 7.06(6)(e)6.	Conformance with law	$500	-
Limitations on Large Tandem Units	All provisions of 730 CMR 7.07		$500	-
Traffic, Operation, and Safety: General	730 CMR 7.08(1)(a)	Failure to obey sign	$50	$50
	730 CMR 7.08(1)(a)	Interfering with sign	$50	$50
	730 CMR 7.08(1)(a)	Deploying unauthorized sign	$50	$50
	730 CMR 7.08(1)(b)	Failure to comply with orders	$50	$50
	730 CMR 7.08(2)	Failure to obey traffic control signal	$50	$50
Traffic, Operation, and Safety: Parking Prohibitions	730 CMR 7.08(4)(a)	No parking area: posted	$50	-
	730 CMR 7.08(4)(b)	No parking area: tow zone	$50	-
	730 CMR 7.08(4)(c)	No stopping or standing	$50	-
	730 CMR 7.08(4)(d)	Crosswalk	$50	-
	730 CMR 7.08(4)(e)	Sidewalk	$50	-
	730 CMR 7.08(4)(f)	Reserved area	$50	-
	730 CMR 7.08(4)(g)	HP or DV plate parking only	$150	-
	730 CMR 7.08(4)(h)	Handicapped ramp	$100	-
	730 CMR 7.08(4)(i)	Median	$50	-
	730 CMR 7.08(4)(j)	Bus or truck parking area	$50	-
	730 CMR 7.08(4)(k)	Car parking area	$50	-
	730 CMR 7.08(4)(l)	Tandem trailer parking area	$50	-
	730 CMR 7.08(4)(m)	Hydrant	$50	-
	730 CMR 7.08(4)(n)	Designated fire lane	$100	-
	730 CMR 7.08(4)(o)	Breakdown lane	$50	-
	730 CMR 7.08(4)(p)	Over posted time limit	$50	-
	730 CMR 7.08(4)(q)	Inspection Sticker	$50	-
	730 CMR 7.08(4)(r)	Idling in excess of five minutes	$100	-
	730 CMR 7.08(4)(s)	Emergency vehicle access	$50	-
	730 CMR 7.08(4)(t)	Double parking	$50	-
	730 CMR 7.08(4)(u)	Weather emergency	$50	-
	730 CMR 7.08(4)(v)	Outside of marked spaces	$50	-

7.12: continued

Section Title	Section	General Subject Matter	Fine Way other than the Tunnels	Fine Tunnels
Traffic, Operation, and Safety: Parking Prohibitions	730 CMR 7.08(5)(a)	Careless or negligent operation	$50	$500
	730 CMR 7.08(5)(b)	Negligent loading	$50	$100
	730 CMR 7.08(6)(a)	Reasonable and proper speed	$50	$50
	730 CMR 7.08(6)(b)	Operating at dangerous speed	$50	$500
	730 CMR 7.08(6)(c)	Maximum speed	Note 3	Note 3
	730 CMR 7.08(6)(c)	Minimum speed	$20	$20
	730 CMR 7.08(7)	Improper entry to a way	$50	$100
	730 CMR 7.08(8)	Crossing solid pavement markings	$50	$100
	730 CMR 7.08(9)	Unauthorized use of breakdown lane	$100	$100
	730 CMR 7.08(10)(a)	Unauthorized or dangerous crossing of median or other area	$50	$100
	730 CMR 7.08(10)(b)	Unauthorized use of cross-over	$50	$100
	730 CMR 7.08(11)(a)	Entry into restricted area - general	$100	$100
	730 CMR 7.08(11)(b)	Entry into restricted area - left lane restrictions	$100	$100
	730 CMR 7.08(12)(a)	Construction zone - excess speed (Note 5)	$100	$100
	730 CMR 7.08(12)(b)	Construction zone - entry into excluded area	$100	$100
	730 CMR 7.08(12)(c)	Construction zone - careless operation	$100	$100
	730 CMR 7.08(13)(a)	Keeping to the right when overtaking another vehicle - Tunnels	-	$100
	730 CMR 7.08(13)(b)	Keeping to the right when overtaking another vehicle - non-Tunnels	$100	-
	730 CMR 7.08(14)	Care in passing another vehicle	$100	$100
	730 CMR 7.08(15)	Space between vehicles	$100	$100
	730 CMR 7.08(16)	Coasting	$100	$100
	730 CMR 7.08(17)(a)	Stopping, standing, or parking	$50	$100
	730 CMR 7.08(17)(b)	Backing and U-turns prohibited	$50	$100
	730 CMR 7.08(17)(c)	Failure to use care in stopping or turning - hand signals	$25	$25
	730 CMR 7.08(18)	Repair or removal of disabled vehicle prohibited	$50	$50
	730 CMR 7.08(19)	Failure to respond to over-height alarm	-	$500
	730 CMR 7.08(20)	Improper use of cutouts	$35	$35
	730 CMR 7.08(21)	Improper use of horn	$35	$35
	730 CMR 7.08(22)(a)	Improper use of headlights - Tunnels	-	$50
	730 CMR 7.08(22)(b)	Improper use of headlights - non-Tunnels	$35	-
	730 CMR 7.08(23)	Adequate fuel or energy supply	$50	$100
	730 CMR 7.08(24)(a)	Disposal of waste - minor	$50	$50
	730 CMR 7.08(24)(b)	Disposal of waste - major	$100	$100
	730 CMR 7.08(25)	Defacing property	$500	$500
	730 CMR 7.08(26)	Failure to display inspection sticker	$50	$50
	730 CMR 7.08(27)	Inadequate equipment		
		1st Offense	$35	$35
		2nd Offense	$75	$75
		3rd and subsequent Offense within any 12 month period	$150	$150
	730 CMR 7.08(28)	Idling	Note 4	Note 4

7.12: continued

Section Tile	Section	General Subject Matter	Fine Way other than the Tunnels	Fine Tunnels
Transportation of Cargo	730 CMR 7.08(29)	Transportation of alcoholic beverages	$100	$100
	730 CMR 7.08(30)	Inspection and examination of cargo	$100	$100
	730 CMR 7.08(31)	Interstate transportation	$100	$100
	730 CMR 7.08(32)	Operator's record of duty status	$50	$50
	730 CMR 7.09	Motor Carrier Safety Act	$50	$50
Hazardous Materials	730 CMR 7.10(1)	Hazardous Materials - Tunnels	-	$500
	730 CMR 7.10(2)	Hazardous Materials - non-Tunnels	$500	-
Repair and Removal of Vehicles	730 CMR 7.11(1)(a)	Unauthorized repair to disabled vehicle - Tunnels	-	$25
	730 CMR 7.11(1)(b)	Removal of disabled vehicle - Tunnels	-	$25
	730 CMR 7.11(2)(a)	Inappropriate repair of disabled vehicle - non-Tunnels	$25	-
	730 CMR 7.11(2)(b)	Removal of disabled vehicle - non-Tunnels	$25	-

Note 1: The fine for a violation of 730 CMR 7.04(1)(a) or 730 CMR 7.04(1)(b) or 730 CMR 7.03(10) is specified in 730 CMR 7.12(3)(b).
Note 2: The fine for exceeding the permissible weight is specified in 730 CMR 7.12(3)(c).
Note 3: The fine for exceeding the maximum speed limit is specified in 730 CMR 7.12(3)(d).
Note 4: The fine for idling is determined according to the provisions of M.G.L. c. 90, § 16A.
Note 5: The fine for speeding in a construction zone may be doubled in accordance with M.G.L. c. 90, § 17 and 730 CMR 7.08(12).

(b) Fines for Toll Violations. The fine for a violation of 730 CMR 7.04(1)(a), 730 CMR 7.04(1)(b), or 730 CMR 7.03(10), shall be $50. Late payment fees may assessed in accordance 730 CMR 7.03(12) and 730 CMR 7.04(5).

(c) Fines for Over-weight Vehicles. Any operator who operates a vehicle, or any owner or bailee who requires or allows the operation of a vehicle, in violation of 730 CMR 7.05(5)(h) is subject to a fine of not less than $40.00 for each 1,000 pounds of weight or fraction thereof by which the vehicle weight of the vehicle as operated exceeds the maximum vehicle weight for a vehicle of its type as specified in 730 CMR 7.00: Table 2, or by a special permit that the Authority issued for the vehicle for such operation, whichever is greater; provided, further, that, if the total of the excess weight is greater than 10,000 pounds, the rate of the fine is not less than $80.00 for each 1,000 pounds or fraction thereof over 10,000 pounds.

(d) Fines for Speeding. Any individual convicted of a violation of the maximum speed limit in violation of 730 CMR 7.08(6)(c) is subject to punishment by a fine of not less than $ 50.00. Where such conviction is for operating a motor vehicle at a rate of speed exceeding ten miles per hour over the speed limit, an additional fine of $10.00 for each mile per hour in excess of the ten miles per hour is assessed, to a maximum fine of $500.00.

(e) Fines for Other Violations. Whoever violates any provision of 730 CMR 7.00 not listed in 730 CMR 7.00: Table 10 is subject to a fine not exceeding $500.00 for every such offense.

7.12: continued

(4) Parking Violations. The fines established in 730 CMR 7.12(3) shall be due and payable as prescribed by M.G.L. c. 90, § 20A, including the provision therein for late payment and failure to pay such fines, and in conformance with the Massachusetts Turnpike Authority Parking Management Program Policies and Procedures. Payment of parking violation fines and penalties as well as parking violation appeals will be made to the Parking Clerk. Unpaid parking violations will be reported to the Registrar of Motor Vehicles by the Parking Clerk, for motor vehicles registered in the Commonwealth of Massachusetts. For motor vehicles registered outside of the Commonwealth of Massachusetts, unpaid violations will be reported to the official in charge of the registration of motor vehicles in the state where the vehicle is registered.

REGULATORY AUTHORITY

730 CMR 7.00: M.G.L. c. 81A, § 4(k).